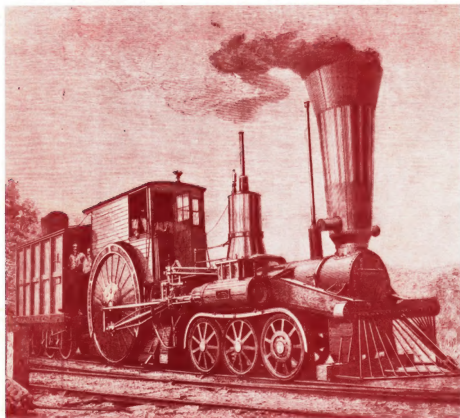


APRIL - MAY 1976

# THE TRAIN DISPATCHER



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**The TRAIN DISPATCHER**

Vol. 58 April - May 1976 No. 3

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**MEMBER**

Association of  
Railway Labor Editors

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Comments and opinions expressed by contributors in the pages of this publication are their own and do not necessarily reflect the policy of the American Train Dispatchers Association nor the general opinion of its members. Editor.

**IMPORTANT NOTICE**

The American Train Dispatchers Association and its official publication, THE TRAIN DISPATCHER, desire to protect the public from unauthorized solicitations for advertising. Carefully examine the credentials of any person claiming to be a representative of this or any other railroad labor organization. Our representatives carry certified, photo-incorporated credentials, validated as to effective date. Outdated credentials are valueless.

Checks issued for advertising in our publication are to be made payable to the Association only. All standard railroad labor organizations are interested in eliminating unauthorized and fraudulent solicitations in the name of railroad labor.

## THE PRESIDENT'S PAGE

By Charles R. Pfenning, President



In every area of life today we hear complaints about the many problems facing our society and the world. One would almost think that doomsday is near, and while I reject any outlook as gloomy as that, I do think it is very difficult for the average person to understand what's happening—particularly when our elected leaders and their advisors disagree as to the causes as well as solutions.

High prices and high unemployment are still major concerns. As the most wealthy and best educated country on the globe, there is no reason why we can't solve these problems. The great majority of our population should benefit from our knowhow and from our vast resources—and they will, if we consider our difficulties as challenges rather than roadblocks. Crying about the situation won't help, but a combination of hard work and ingenuity can produce real improvement.

Our railroad industry certainly has its share of problems including some over which it has no control, such as rising cost of fuel, just to name one. On the other hand, I believe the companies often go out of their way to discourage employee suggestions for more efficient operations, better service, and improved labor relations. Most employees are no different from management in that they, too, are anxious for the company to succeed so they can share the prosperity.

In times like these, however, it seems the only thing management wants to hear from employees is that they are willing to give up some of their contract duties or accept force reductions that leave unworkable jobs. Rarely, if ever, does the company consult with the employees or with the representatives as to possible solutions to the problem. The thinking is that only management has the company's best interest at heart, and that only management can come up with the answers.

Well, to use a good old American term, that's pure hogwash. Neither side has a monopoly on intelligence. The evidence is overwhelming that A.T.D.A. members are not only deeply interested in the success of their railroads, but that they also have a great deal of knowhow to contribute. I am just as firmly convinced, however, that the employees have no desire to subsidize management's mistakes!

The best vehicle for solving problems and for developing new ideas appears to be the labor-management committee. While I am fully aware that such committees are not a "cure all," and that both sides have a tendency to expect too much, the fact remains that these meetings provide an ideal forum for discussions. They face no absolute deadline for resolving an issue; there are no demands for action, either from upstairs or downstairs; and there is (or should be) recognition of each side's limitations. Under these conditions, and with the parties accepting each other as equals rather than as "master and servant," problems can become opportunities for improvement. A labor-management committee can never replace the negotiation committee, but through open discussion of mutual problems it can create a favorable relationship that lays the groundwork for success at the bargaining table.

As I mentioned at the outset, there is enough strife in the world without making the work scene a continuing battleground. It might sound utopian, but I believe that if both management and labor were to adopt a more intelligent, mature, businesslike approach to problems we would all be much happier. There is no reason to accept a "doomsday" outlook when a little hard work and effort can turn things around completely. We have now reached the three-quarter mark of the 20th century; with a change in attitude, the next 25 years can be the best of all.

---

### Intelligence and Sex

Are men smarter than women? The part of the world that likes to think so may enjoy reading a recently released study comparing the educational achievements of the sexes. The findings, based on an analysis of achievement tests given over a six-year period to 540,000 persons aged 9, 13, 17 and 26 to 35, show males generally outperformed females in mathematics, science, social studies, and citizenship. In reading and knowledge of literature, females outperform the males at age 9, but fall behind them by young adulthood. Only in music and writing did females consistently outscore males.

running



extra

legal notices

By D. E. Collins, Secretary-Treasurer

## Attention: System Treasurers And General Chairmen U.S. Labor Department Reporting Forms Due Soon From Many Unions

Financial reports are due the U.S. Department of Labor by the end of March from 38,000 local and other union organizations.



Forms on which the reports are to be made have been mailed with instructions to the unions involved from the department's Office of Labor-Management Standards Enforcement, according to Carl H. Rolnick, director.

These reports are required by both the Labor-Management Reporting and Disclosure Act and Presidential Executive Order 11491, as amended. The latter covers unions of federal employees.

The financial information is required on Labor Organization Annual Report Form LM-2 or LM-3 (revised). Another filing, of a Report of Current Status: Labor Organization Information Supplement Form LM-1A is also required, Rolnick said. It updates information on a union's structure and procedures given initially on another form, the LM-1.

These reports are due within 90 days after the end of a union's fiscal year. Further information can be obtained from field offices of the U.S. Department of Labor, Labor-Management Services Administration. The A.T.D.A.'s fiscal year ends June 30th.

## Nebraska Deals Setback To Slurry Pipelines

Members of the Nebraska Legislature's Public Works Committee have dealt coal slurry pipeline proponents a setback by refusing to vote out a bill granting the right of eminent domain.

## Maintenance of Membership

Article II, Section 7 of the Constitution and By-Laws, setting forth requirements for maintenance of membership in good standing in the Association is quoted below for ready reference:

"Members who fail to pay dues, both National and System, within one calendar month from the beginning of the calendar year, or in case of members who have elected to pay dues semi-annually or quarterly, within one calendar month from the beginning of each quarterly or semi-annual period, will be considered delinquent and will be so notified by the Secretary-Treasurer. Failure of the Secretary-Treasurer to notify such delinquent member will not constitute an excuse not to pay dues. Should such delinquent member fail to pay dues within one calendar month after becoming delinquent, he shall be suspended from membership in the Association and dropped from the roll. \*\*\*Members who are delinquent or under suspension are not entitled to any voice in Association matters, either National or System."

Notice of delinquency is hereby given all members who, as of May 1, 1976, have not paid dues for the current period.

## 1976 Dues

For those who have elected to pay their 1976 dues on a quarterly basis, dues for the second quarter became payable on April 1, 1976. Second-quarter amounts are: Active, \$35.00, Active-Extra, \$17.50. Associate membership dues are payable on an annual basis only.

System dues in the amount established by the System Committee on each road must be added to and accompany the National dues.

Committee Chairman Maurice Kremer said that in an informal vote taken among committee members it was decided not to send the bill out to the floor for consideration.

The original legislation sought unlimited power of eminent domain, but the bill was amended to restrict the use of such powers to dealing with railroads and government entities.

Had the bill not been amended it could have cleared the way for a pipeline company to condemn and purchase private property despite the wishes of the owner.

The amended bill also prohibits construction of any coal slurry pipeline until after the state director of water resources holds public hearings on the proposal.

Kremer said many Nebraska residents are worried that a coal slurry pipeline, drawing upon deep wells in Wyoming, would have an adverse effect upon Nebraska water supplies.

## safety first: or is it?

By D. V. Chandler, Vice President A.T.D.A.

The Hours of Service Act was enacted in 1907 to promote the safety of employees and travelers upon railroads. The necessity of this Act is readily understood as physical and mental fatigue dull one's reflexes and mental agility.



Normally, we consider only train crews, engine crews, operators, and train dispatchers being subject to the provisions of the act while chief dispatchers, assistant chief dispatchers, yardmasters, trainmasters, etc., not subject to the act.

**SITUATION:** A work train is ordered in single track, train-order territory. A

trainmaster is in charge, and not wishing the train to be restricted by train orders, substitutes his judgment for that of the train dispatcher by arranging for all movements to be made under flag protection. Throughout the work extra's tour of duty the trainmaster provided instructions, set up train movements with the dispatcher and provided flag protection thus preempting duties normally performed by the conductor and members of the train crew.

**ONE RESULT:** A head-on collision occurred. The engineer on the westbound train was killed. The conductor and front brakeman on the westbound train, the engineer, conductor and front brakeman on the eastbound train were injured.

The accident, according to the Federal Railroad Administration, was caused by failure of a trainmaster and work train crew members to reach a common understanding concerning flag protection to be provided for the work train.

The report also states, "Records indicate he (trainmaster) was connected with the movement of trains beyond the 12 hour period allowed by the Hours of Service Act and appropriate action has been taken by the Federal Railroad Administration."

**QUESTION:** Since the trainmaster involved was deemed to be in violation of the Hours of Service Act, would not a chief dispatcher, assistant chief dispatcher, yardmaster, or others in a supervisory capacity, who preempt the duties normally performed by a train dispatcher, or a crew member, also be subject to the provisions of the Act?

Silence gives consent. Or a horrible feeling that nobody's listening.

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## Leo Leschzenier Retires; Sold Ads for A.T.D.A. 18 Years

After being employed by the A.T.D.A. since 1958 selling advertising for THE TRAIN DISPATCHER, Public Relations Director Leo Leschzenier retired on March 31. At the time of his employment by the Association, J. B. Springer was President, and Arthur Covington was Secretary-Treasurer. During those 18 years Mr. Leschzenier had built up a sound following, and has enjoyed sustained success in his work.



Prior to joining the A.T.D.A., he was employed in the same capacity with The Railroad Yardmasters of North America, serving for 28 years continuously with that organization. He left the RYM of NA when that organization was absorbed by the Railroad Yardmasters of America.

Mr. Leschzenier and his wife, Yvette, retirement at 43427 Frontenac, Sterling Heights, Mich. 48078.

Mr. and Mrs. Leschzenier were honored at a retirement party on March 25 at Neilsen's Restaurant in Oak Park, Ill. Attending, besides the guests of honor, was President Pfenning, Mrs. Pfenning, Secretary-Treasurer Dan Collins, Director of Research G. J. Nixon Jr., Mr. Art Davis, President of Mid-West, Ltd., whose firm will succeed Mr. Leschzenier in handling advertising for THE TRAIN DISPATCHER, and the Headquarters Office staff—Mrs. Rosemary



Leo Leschzenier (left), holding plaque, and A.T.D.A. President C. R. Pfenning.

Brehm, Mrs. Nell Cadieaux, Mrs. Virginia Murphy and Miss Rosa Lopez.

A plaque was presented Mr. Leschzenier in recognition of his years of outstanding service to the Association.



Mr. Art Davis (left) and Managing Editor Dan Collins. Mr. Davis is President of Mid-West Ltd., now in charge of advertising sales for THE TRAIN DISPATCHER.

## First Woman Coal Miner Is Killed

Sherry LaGace, 31, became the first woman coal miner to be killed by an on-the-job accident when she died Dec. 16, 1975.

LaGace was crushed in an Oct. 25 accident while operating a wheel tractor scraper at a non-union strip mine owned by Hol-Acc Corp. in Pike County, Ky.

According to officials of the U.S. Mining Enforcement and Safety Administration (MESA), the machine turned over on LaGace after an engine stalled while traveling upgrade. The machine was not equipped with a roll-over protection device that apparently could have saved her. She died two months later from the injuries suffered in the accident.

MESA said LaGace was a divorcee with four children.

## Origin of "Dixie" or "Dixieland"

Before the Civil War the Citizen's Bank of Louisiana issued a \$10 bank note on the back of which was printed the French word *Dix*. The DIX notes were soon being called "Dixies" and Louisiana became known as Dixieland. As the notes spread throughout the southern states, the name Dixieland became the pseudonym for the South.

*Good Reading*



## EXECUTIVE OFFICE

C. B. PFENNING, President  
D. E. COLLINS, Secretary-Treasurer

## American Train Dispatchers Association

## INTERNATIONAL HEADQUARTERS

1401 SOUTH HARLEM AVENUE, BERWYN, ILLINOIS 60402

March 25, 1976

Mr. Leo G. Leschzenier  
Public Relations  
THE TRAIN DISPATCHER  
43427 Frontenac Avenue  
Sterling Heights, Michigan 48078

RE: RETIREMENT-Public Relations  
THE TRAIN DISPATCHER  
Mr. Leo G. Leschzenier

Dear Leo:

In my capacity as Managing Editor I am writing you this "open letter" to express the appreciation of the Joint Board of the American Train Dispatchers Association for your many years of dedicated service to our Association through your efforts as our Public Relations representative of THE TRAIN DISPATCHER magazine.

Your years as our Public Relations representative gained for us the respect of the advertising public and will make your successor's efforts in our behalf one of being able to follow a most dedicated and sincere gentleman in this field of Public Relations.

On behalf of all of us in the A.T.D.A. I sincerely extend to you and Mrs. Leschzenier wishes for a long and happy retirement. You will be greatly missed.

Sincerely yours,  
*D. E. Collins*  
Managing Editor  
THE TRAIN DISPATCHER

DEC/mc

cc: Joint Board, A.T.D.A.

## notable quotes

Resolve to be tender with the young, compassionate with the aged, sympathetic with those who are striving, and tolerant with the weak and the wrong. For sometime in your life you, yourself, will have been all of these.

*Bob Goddard*

Advertising begins when the first crying child advertises his wants to his mother, and ends with the epitaph on the headstone in the cemetery.

*Edward S. Jordan*

We do not count a man's years until he has nothing else to count.

*Ralph Waldo Emerson*

Train up a child in the way he should go—and walk there yourself once in a while.

*Josh Billings*

Half our lives are spent in wishing for tomorrow, and the other half in yearning for yesterday.

*Richard Jefferies*

If we could see ourselves as others see us, we'd wonder what ailed them.

*Franklin P. Jones*

The first step towards success in any occupation is to become interested in it.

*William Osler*

They who give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety.

*Benjamin Franklin*

Mankind is always changing, and man always remains the same.

*Goethe*

Injustice is relatively easy to bear; what often hurts is justice.

*H. L. Mencken*

A happy marriage is one that improves a woman's looks and a man's disposition.

*O. A. Battista*

It's what you learn after you know it all that really counts.

*Harry S. Truman*

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## recent board awards

By J. P. Erickson

One Carrier in particular makes use of every conceivable kind of procedural argument in defense against claims notwithstanding that this same Carrier is holding meetings and issuing press releases telling everyone how fine labor relations are on that property. The regrettable part of it is they seem to believe their own propaganda and might be the only ones that do.



In this issue we will look at three Awards involving this Carrier and three separate crafts and/or organizations and you can form your own opinions about labor relations on that property.

Second Division Award 6996 concerns a retroactive wage increase. Such wage increases are common in the railroad industry and controversy but see

are applied almost without how it works on this Carrier.

"Claimants are carmen who were assigned temporarily to fill foreman's positions on the claim dates. They were paid the foremen's rate that prevailed at that time but did not receive a subsequent increase that was agreed to for foremen on March 15, 1973, and made retroactive to October 1, 1972. The period of retroactivity covered the dates on which Claimants worked as foremen and they now seek the additional amount involved in the foremen's increase.

"Carrier contends that the claim must be dismissed since it was not filed within the sixty day time limit prescribed by Rule 34.

"The claim was presented in writing to the proper Carrier officer on May 18, 1973, and the critical question is whether the occurrence upon which the claim is based took place during the sixty day period immediately preceding that date, as required by Rule 34. Carrier contends that the date of the occurrence is March 15, 1973, the effective date of the agreement to increase the wages of foremen. We disagree.

"No claim arose until payment of the increase was made and Claimants discovered that they would not receive the increase. That conclusion is inescapable, in our opinion, and we will overrule Carrier's time limit objection. See Second Division Awards 2467, 2480 and 5385.

"We also find no merit in Carrier's theory that the claim filed with the Board contains a

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substantial variance. That claim is specific and clear and does not enlarge or vary substantially from the claim processed on the property.

"As to the merits, the claim is well supported by Rule 32 which reads as follows:

"An employee assigned temporarily to fill a Foreman position will assume the hours of service and rate of pay applying to such position. Daily rate to be determined by dividing the monthly rate by the number of days Foreman is required to work during that month."

"The language to which the parties have committed themselves in that Rule and particularly the formula agreed upon in its second sentence clearly establish that Claimants are entitled to have the retroactive pay included in the rate paid them for temporary service as foremen. This is not a wage rate that this Board is establishing; it is a rate of compensation due Claimants by reason of the parties' own agreement."

This Carrier has been successful in some prior disputes taken to the Third Division by convincing the Board to consider only the rules cited by the Employees on that property. But *Award 20983* shows a change in Carrier's arguments in this regard, viz.:

"Unquestionably, the employees present a persuasive argument when we limit our review to the rules provisions urged by them. But, Carrier refers to additional contractual obligations which speak to its rights in assigning employees.

"We are aware that Claimant has dismissed consideration of those rules because his claim does not allege a violation of them; but surely a Carrier has a right to rely on rules not mentioned by Claimant when those rules justify its action."

And:

"Surely, certain of the rules agreed to by the employees have limited the concepts expressed in *Award 4352*, relied upon by the Organization, to the point that on occasion, and within the purview of the particular agreement under consideration, an employee may be shifted to another position without being destructive. Such is the case here. Even presuming that the Preservation of Rates Rule and Rule 55 are not applicable, we cannot escape the wording of the ratio-of-rates agreement which speaks in terms of 'complete freedom' of work assignment within the ratio.

"We do not feel that the employees have shown a specific contractual obligation which requires the result it seeks. In order to reach that result—through an interpretation of a number of sections—we must, of course, consider the agreement as a whole, and we find a failure of proof that the parties intended the result sought."

In *Award 20983* the Carrier reversed its position and wanted the whole agreement considered. It was and the claim was dismissed. But in a pend-

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ing train dispatcher dispute this Carrier has changed positions again and now wants the Board to reject agreements because they are new issues, were not presented on the property, etc.

The third and final Award we will consider is *Award 20973* which was a train dispatcher dispute. The full Opinion of Board follows as the decision is important but you must know how the discipline rule reads to see the basis for the decision as well as determining whether the ruling might have some effect or be of value on your property.

"This dispute first concerns the disciplinary appeals procedure under the applicable Agreement. In this matter, after an investigation pursuant to Rule 24 (b), the Superintendent notified Claimant that he had been adjudged guilty and assessed a penalty of seven days suspension. Subsequently, Petitioner took an appeal to the Assistant Vice President of Operations and later to the highest officer designated by Carrier for this purpose. Carrier asserts that the Claim is defective since the Organization elected to initiate the claim, not at the usual first step but at the second step of the customary and usual process. Carrier argues that since the initial claim after the discipline was assessed was not presented to the Superintendent, pursuant to Rule 24 (f), the Claim must be dismissed. Rule 24 provides in relevant part:

"RULE 24

"(b) INVESTIGATIONS.

"A train dispatcher who is charged with an offense which, if proven, might result in his being disciplined, shall be notified in writing of the nature of the complaint against him within five (5) days from date that knowledge of the facts on which such complaint is based was received by the Superintendent, and he shall be given a fair and impartial investigation by the Superintendent or a designated representative within five (5) days of the date of such notice, except reasonable postponements shall be granted at the request of either the Company or the train dispatcher.

"The train dispatcher shall have the right to be represented by his duly accredited representative and shall be given reasonable opportunity to secure the presence of witnesses. The train dispatcher's representative shall be permitted to hear all oral testimony, read all records referred to in the investigation and question all witnesses. The decision shall be rendered within twenty (20) days from date of investigation and any discipline must be put into effect within five (5) days from date of decision. If not effected within five (5) days, or if train dispatcher is called back to service prior to completion of suspension, any unserved portion of the suspension period shall be cancelled.

"(c) APPEALS.

"A train dispatcher dissatisfied with decision shall have the right to appeal to the next higher proper officer provided written

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request is made to such officer and a copy furnished to the officer whose decision is appealed within sixty (60) days of the date of advice of the decision. The right of further appeal in the regular order of succession, up to and inclusive of the highest official designated by the company to whom appeal may be made, is hereby established.

"Decisions of the highest designated officer shall be considered final and binding unless, within ninety (90) days from date of such decision, he is notified in writing that it is not accepted, in which event the case shall be considered closed and barred unless it be referred to the appropriate tribunal provided by law within one (1) year from the date of the decision of the highest designated officer.

\* \* \*

#### "(f) GRIEVANCES — CLAIMS.

"A train dispatcher who considers himself unjustly treated shall present his grievance or claim in writing direct, or through his duly accredited representative, to the Superintendent within sixty (60) days from date of occurrence on which it is based, and decision of the Superintendent shall be rendered within sixty (60) days from date grievance or claim is received, or from date of conference, if one is had thereon. If the train dispatcher is not satisfied with the decision rendered, appeals may be made subject to the order of progression, time limits, etc., provided in Section (c) of this Article."

"Carrier argues that Rule 24 (f) makes no distinction between claims originating from disciplinary disputes or from other circumstances. Carrier also relies in part on two letters sent to all General Chairmen of all Organizations prior to and after the merger became effective which directed all of them to initiate all claims, disciplinary and other, with the Superintendents as the employing officers.

"The Organization, quite properly, argues that the two letters referred to were unilaterally promulgated and certainly do not constitute modifications of the provisions of the Agreement. Further it is argued that the decision and rendering of discipline in this matter was accomplished by the Superintendent; the Superintendent was therefore an inappropriate officer for the first appeal step in this dispute. Petitioner further contends that the distinction between disciplinary appeals and those involving other types of grievances or claims is emphasized by the language in Rule 24 (f) which refers back to Rule 24 (c) with respect to progression and time limits.

"It is noted that none of the Awards cited by both parties hereto are directly applicable to this dispute since they do not contain sufficiently similar 'disciplinary language' in their rules. In this case the Superintendent is specifically cloaked with the responsibility to conduct the investigation (either in person or

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through a designee) and render the decision by the provisions of Rule 24 (b). Quite clearly, under the terms of 24 (c), an employee dissatisfied with his decision "...shall have the right to appeal to the next higher proper officer..."

"In view of this language we cannot agree with Carrier's contention, since it is evident that Claimant was not required to lodge his appeal in the first instance with the Superintendent. Carrier's construction of the Rules would lead to superfluous or redundant actions by imposing a patently unproductive step in the handling of the appeal of the discipline, which would be contrary to the intent of the parties, as spelled out in Rule 24. It is apparent that the parties wished to, and indeed did, distinguish between the handling of discipline and other types of claims and grievances; this cannot be disturbed.

"Carrier's position with respect to the monetary aspect of the Claim is similarly without merit. The compensation requested in the claim is an intrinsic ingredient in the appeal of the disciplinary decision as provided in Rule 24 (e). Carrier's implication that Petitioner must file two separate actions, one to appeal the discipline and a second to seek redress for the wage loss, is equally without merit. We cannot agree that it is the intent of the parties that two concurrent claims seeking the same relief be filed arising from the same act of Carrier (see Awards 17595, 13447 and 19918). If the Carrier wishes to change its handling of disciplinary matters with this Organization to conform to the handling with other crafts, the proper forum is the bargaining table, not before this Board.

"With respect to the merits of this dispute, there is no basic disagreement concerning the facts. Claimant admitted that the issuance of an incorrect track permit within his territory was the direct cause of a collision. The evidence indicates that the permit was issued by a Dispatcher Trainee under Claimant's supervision and its issuance was Claimant's responsibility. Since the evidence clearly supports the finding of guilt, there is no alternative but to deny the Claim."

It is regretful that the claim itself was denied as the Dispatcher Trainee was given exact instructions by the Claimant as to the track permit to be issued. This shows you how broad the scope of a train dispatcher's responsibility really is. However, the Award should be of immeasurable value in discipline cases on this property in the future. Often the force of your argument on the merits becomes obscured or diminished due to the necessarily extensive response to the procedural contentions, i.e., petition to dismiss the claim.

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The 1976 Golden Eagle Passport, for persons 62 years of age, is good for one calendar year and costs \$10. It admits the purchaser and all persons traveling with him in a private, non-commercial vehicle to designated areas listed below where entrance fees are charged. A private, non-commercial vehicle is any passenger car, station wagon, pickup, camper truck, motor home, motorcycle, or other motor vehicle used for private recreation purposes. When the purchaser is traveling by means other than private, non-commercial vehicle, the Passport will admit the Passport holder and accompanying spouse, children, and parents.

The Golden Eagle Passport does *not* cover recreation use fees, such as camping fees. Persons planning several visits to Park System areas that charge entrance fees may save money by buying the \$10 Golden Eagle Passport rather than paying individual entrance fees which range from 50 cents per person to \$3 per person.

The Golden Age Passport is good for the lifetime of the permittee. It is available free to citizens or permanent residents of the United States who are 62 years of age or older. The Golden Age Passport offers nearly the same entry privileges as the Golden Eagle Passport.

The Golden Age Passport admits the permittee and any persons traveling with him in a private, noncommercial vehicle to any designated Federal entrance fee area. Where the permittee is traveling by means other than private, noncommercial vehicle, the Golden Age Passport will admit the permittee, his spouse and children.

The Golden Age Passport *also* provides a 50 per cent discount on camping and other use fees for designated recreation facilities and services provided by the Federal Government. The discount does not apply to special recreation permit fees charged for uses such as group activities, nor does it cover fees charged by private, non-Federal concessioners.

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## Historical Society Curator Recalls Dispatching Days of His Father

The Curator of the Sauk County (Wis.) Historical Society, Mr. Francis W. De Sautelle, writes us an interesting letter containing items of history of bygone days on the Chicago & North Western Railroad.

His father, Mr. J. I. De Sautelle, was originally an operator on the C&NW, and was promoted to train dispatcher on Nov. 1, 1898. The photo above shows the interior of an old-time dispatcher's office in Baraboo, Wis., as it looked in 1913. The dispatcher shown in the photo is the senior Mr. De Sautelle. He was promoted to Trainmaster in May 1917, just a short time before the American Train Dispatchers Association was organized.

In his letter, Curator De Sautelle writes that the double track line was under construction between Elroy and Evansville, Wis., in 1898, at the time of his father's promotion to train dispatcher. The Dispatchers' office was at that time located in what was then called the General Office Building at Baraboo. The superintendent and other division officers were also quartered in the same building. Four years later, in 1902, the so-called Office Building was replaced by a new structure, which was a combination passenger station and office building, with the offices on the second floor. Superintendent was R. A. Cowan; Trainmaster was A. F. Reiner, and Chief Dispatcher was J. W. Layden.

Our correspondent says in 1898 there were two

sets of dispatchers working around the clock. One set, on the south, handled trains from Baraboo to Harvard, Ill., and the other handled Baraboo to Winona, Minn. There was also one assignment on days 8:00 a.m. to 4:00 p.m., who handled the line Madison to Milwaukee, and Galena, Ill. This territory was taken over by the north end dispatchers at 4:00 p.m. when the night men were on duty.

The senior Mr. De Sautelle gave up his Trainmaster job in the late 1920's and returned to dispatching at Adams, Wis. During the years between the time of his appointment as Trainmaster, and his return to the dispatching assignment, the A.T.D.A. had come into being, and had already begun to secure advantages for the dispatchers. Among the Association's accomplishments was the coveted "one day off in seven," or weekly rest day. As a result of that accomplishment, when the senior Mr. De Sautelle returned to an assignment in the dispatchers' office, he took on a swing job, in which he relieved the Chief at Adams, J. H. Hull, on Sunday.

Our records indicate that the elder Mr. De Sautelle was a member of the A.T.D.A., although we cannot determine from our few existing records the date when he joined, or how long he continued as a member. Nevertheless, it is clear that he played a part in the history of train dispatching in the early years of the country.

In closing his letter, Curator De Sautelle observed, "All this happened in the once-upon-time era of the Great Steam Age. It was the beginning of the end of an era."

## what's going on?

### Old-Timers Observe Ross Gore's Anniversary

Bro. Ross E. Gore of Spokane, Wash., who was a charter member of the A.T.D.A. when it was founded in 1917, celebrated the 65th anniversary of his marriage to his wife, Virginia, early this year. Ross and Clif Darling of Dunedin, Fla., are the only other living charter members.



Pictured above, seated, left to right, are F. N. Sigmon, Henry D. Klum, and R. E. Lee. Standing from left: E. D. McNall, R. E. Gore.

Bro. F. N. "Sig" Sigmon originated on the Southern Railway, and came to Pasco, Wash., as a telegrapher in November 1911. After working a number of stations as telegrapher, he was promoted to dispatcher at Pasco in 1917; was later moved to Spokane as a result of office consolidations. He was promoted to Chief in 1945, and retired in May 1959, after 48 years of service.

Henry D. "Hank" Klum started his railroad service with the SP&S as a telegrapher in 1918. Three years later he resigned from the SP&S and hired with the NP at Pasco. He was promoted to dispatcher in 1939, and appointed Chief Dispatcher on Dec. 31, 1959. Six years later, on Dec. 31, 1965, he retired, and was succeeded by E. D. McNall.

Bro. Richard E. Lee was first employed by the NP as telegrapher at Spokane relay office in 1909, and subsequently worked every station on the Idaho Division, and was promoted to dispatcher in 1918. He retired on Aug. 31, 1965.

Edward D. "Mac" McNall began as Western Union messenger at Pasco; became a railroad

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telegrapher on July 31, 1939, and was promoted to dispatcher on Dec. 31, 1941; further promoted to Chief Dispatcher on Jan. 1, 1966, and is still working in that capacity as this is written.

Ross E. Gore, the real subject of this article began railroading in 1906 with the OWRR&N at Weston, Ore., and transferred over to the NP in 1908. Promoted to dispatcher at Spokane in June 1917, he arrived in Spokane just in time to join Julius Luhrs, Clif Darling, Riley Beal, and others of those forward-looking pioneers in organizing the train dispatchers, a risky business in those days when managements were permitted to use almost any means at their disposal to prevent the organization of working people. We are grateful to Ross Gore, Clif Darling and all those others whose foresight resulted in the founding of the A.T.D.A., an organization which has resulted in so many benefits for those of us who have reaped the good harvest in the 59 years since they brought it into being.

Congratulations, too, to Ross and Virginia, whose 65 years of marriage is a splendid example to people of today when divorce is far more commonplace than when they were united in matrimony in 1911.

## HELPFUL SNAKES

Most people may think that poisonous snakes are simply a burden on the world, creatures to be avoided. But actually, they are highly valuable for medical research. The same thing holds true for other poison-bearing animals and insects such as tarantulas, scorpions and black widow spiders. All of these creatures provide scientists with extremely valuable research materials in their venom.

There are a good number of snake "farms" and insect laboratories that collect poisonous species and "milk" them to provide venom for use in scientific research. The uses these poisonous substances are put to by scientists is really astounding. For example, the venom of the Malaysian pit viper is used to stop blood clotting in patients suffering from phlebitis. (We don't know if Nixon's doctors used it on him, but suppose a lot of people would think it appropriate if they did.) The venom of the cobra is used to stop pain in cancer victims and to arrest heart muscle damage in those who've suffered a heart attack.

Venom is extracted every 10 days or so and then freeze-dried to powder and bottled. Some varieties are extremely expensive — the venom of the most poisonous snake, the sea serpent, costs \$2,000 an ounce.

For those who are wondering who feeds the snakes, it's "look ma, no hands" at most farms and laboratories. Technicians use a device resembling a grease-gun to shoot loads of food down the snake's gullet.

*From True Magazine*

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## Status of Disputes Submitted by A.T.D.A. to Third Division National Railroad Adjustment Board

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 3-23-76
TD-20937	FW&D	Discipline (Whitehouse-Vandaveer).	7-9-74	Denied 2-27-76 Award No. 20984.
TD-20934	BN	Discipline (Rose-Bath).	8-5-74	Denied 2-13-76 Award No. 20957.
TD-20968	BN	Discipline (Hoenig).	10-16-74	Denied 2-27-76 Award No. 20973.
TD-20973	SP (PL)	Discipline (Cantrell).	11-18-74	Sustained 2-13-76 Award No. 20958.
TD-20883	BN	Blanking-Combining Positions (Hannibal).	5-24-74	Assigned to Referee Sickles.
TD-21001	SCL	Compensation-Travel-Time (Hughes, Serwe, Driver).	9-17-74	Assigned to Referee Bailer.
TD-21065	N&W (NYC&StL)	Discipline (Semones).	11-7-74	Assigned to Referee Sickles.
TD-21096	CRNJ	Unjust Treatment-Physical Disqualification (Richardson).	12-9-74	Assigned to Referee Sickles.
TD-21135	L&N (Monon)	Discipline (Foster).	12-18-74	Assigned to Referee Lieberman.
TD-21101	AT&SF	Overtime (Tiedeman).	1-13-75	Assigned to Referee Blackwell.
TD-21187	BN	Compensation-Attending Investigation (Spade-Bell).	2-5-75	(a)
TD-21285	FW&D	Discipline (Armstrong).	4-1-75	(a)
TD-21162	DM&IR	Compensation-Rest Day (Lyons).	4-23-75	Assigned to Referee Bailer.
TD-21340	BN	Discipline (Hart).	5-13-75	(a)
TD-21517	DM&IR	Blanking Position for Relief (Kennedy).	10-7-75	(b)
TD-. . .	BN	Compensation, Rest Day Service Attending Investigation (LaMon).	11-10-75	(c)
TD-. . .	SP (T&L)	Compensation-Guaranteed Assigned Dispatcher-Off Assignment (Brock).	1-15-76	(c)
TD-. . .	AT&SF	Transfer of Work (TCS Bandini-Los Nietos).	1-20-76	(c)
TD-. . .	BN	Compensation-Relief of Chief Dispatcher (Grand Forks).	2-2-76	(c)

Explanation of reference marks in "Status" Column

(a) Awaiting referee assignment.

(b) Awaiting rebuttals.

(c) Awaiting Ex Parte.

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### **Born Losers**

A leading political figure was to give a speech at a dinner for sports writers, and Arthur (Bugs) Baer, who was not one of the man's admirers, was chosen to make the introduction. The humorist rose and said, "I have been asked to introduce a man who is respected for his integrity, loved for his humanitarianism and admired for his courage. A man who is a fearless fighter for justice and the rights for all people. A leader, an individual of vision, a brilliant co-ordinator, a superb administrator." Here Baer paused for breath. "I have been asked to introduce such a man," he concluded, "but I don't think he's among us tonight." And with that he sat down.

\* \* \*

A fellow was stopped by a police officer who said, "You're going to get a ticket for speeding." The fellow said, "Well, I was only doing 40 miles an hour."

"No," the policeman replied, "You were doing 50 in a 30 mph zone."

"No," insisted the driver, "I was only doing 40!"

Just then his wife popped up and snapped to the policeman, "Don't argue with my husband when he's been drinking."

*Floyd Myers*

## washington report

By Michael Marsh

Long live Conrail! That was the feeling in Washington as years of political, legal and planning efforts seemed about to culminate in launching of the new Northeast-Midwest rail system.

C-Day, the day of conveyance of bankrupt rail properties to the new Consolidated Rail Corporation or Conrail, was set for March 31-April 1. The takeover involves immense complexities. But it offers a chance for revitalization of what had been seven bankrupt lines—Penn Central, Reading, Lehigh Valley, Erie Lackawanna, Central of New Jersey, Lehigh and Hudson River, and Ann Arbor.

Conrail is a semi-public corporation and no similar railroad operation has ever been undertaken before in the United States. The "big" Conrail system has been projected at \$3.3 billion a year in revenues, with 17,000 route miles and about 100,000 employees. Its operations span 15 states, from Chicago, and St. Louis in the West to the great cities of the East, from Washington to Boston. Here are some aspects of Conrail as they appeared prior to C-Day:

**Employee's Situation.** Edward Jordan, chairman and chief executive of Conrail, has said that many employees of the new system will have to move from their present locations. But, he said, this will be held down at first so as to "meet our No. 1 operational goal; to minimize service interruptions."

"To assure this," Jordan said, "our work plans have been designed to produce as few operational changes as possible at conveyance. We want experienced people doing a familiar job in familiar territory as much as possible. We are putting in immediate changes only to the extent absolutely necessary."

For those required to move, moving expense benefits and some other benefits will be available. Also the law provides an elaborate system of displacement allowances, separation allowances and termination allowances for protected employees. Alvin Egbers, Conrail's vice president for labor relations, has said he'll try to have detailed statements on these in the hands of union general chairmen before C-Day. A total of up to \$250 million in federal money is authorized to pay for these allowances and benefits.

In general, the U.S. Railway Association, Conrail's federal "parent," has projected that "the great majority of protected employees will not be affected significantly by conveyance." However, a surplus of about 3,300 employees was projected in some crafts and a shortage of about 3,400 in others. The shortages will be mostly in maintenance of way (nearly 3,000 employees) and in communications and signal crafts, USRA said.

These USRA projections were based on a "min-

imum" Conrail with about 90,000 employees. The "big" Conrail includes an estimated 10,000 additional employees. It was shaped up after a pull-out by the Chessie and the Southern from taking over more than 2,000 miles of Conrail trackage.

Apart from getting the various allowances and benefits, and other issues squared away, rail unions on Conrail must also negotiate new collective bargaining agreements with the carrier. Egbers said he'll make these negotiations one of the highest priorities after C-Day.

**'Big' Conrail.** In planning for Conrail, both USRA and Transportation Secretary William Coleman Jr., had hoped that the Chessie and Southern would buy over 2,000 miles of the bankrupt lines' trackage. Their aim was to give Conrail more competition. The Chessie portion was to include much of the Erie Lackawanna trackage plus some other property, while the Southern was to buy Penn Central's Delmarva lines.

USRA agreed to sell at cheap prices, and Chessie and Southern, both prosperous carriers, tentatively agreed to buy. But the two carriers failed to negotiate the labor protective agreement required by law before the legal deadline of February 11. Chiefs of the two railroads then tried to pin the blame on rail unions. Union leaders responded that Chessie and Southern had refused to accept provisions agreed to by other railroads and, in some cases, had insisted on pay cuts for the transferred employees.

Labor Secretary W. J. Usery Jr., tried twice to mediate a settlement between the two carriers and various rail unions. He failed both times, once before February 11 and once afterwards. As a result, the "big" Conrail shaped up, to include about 17,000 route miles. And the 10,000 employees that would have gone to Chessie and Southern now go to Conrail, with the same protections as other Conrail employees.

USRA also pointed out that the "big" Conrail setup, while it means less rail competition in the New York and New England areas, also means Conrail should make more profits later on. USRA now projects Conrail as earning \$151 million net profit in 1979, compared to \$84 million net profit projected before Chessie's and Southern's pullout.

Various small portions of the seven bankrupts' properties are being taken over by other carriers. In addition, USRA has encouraged the Delaware & Hudson to extend its trackage rights west to Buffalo and south to Harrisburg, Philadelphia and the Washington area. The aim is to give Conrail more competition, compensating to some degree for Chessie's pullout.

**Grand Strategy.** Basically the grand strategy for "big" Conrail will be the same as for the smaller one. The seven bankrupt railroads were eating up government subsidies at the rate of \$1 million a day and still depleting their property at a horrifying pace. USRA's aim is to revitalize them into an efficient profitable system by doing at least three main things. First, shift the costs of passenger service onto Amtrak and local commuter authorities. Second, shift the costs

of low-density freight branch lines onto federal-state subsidy arrangements. Third, and most important, pour \$6.843 billion over the next decade into capital improvements, including capitalized maintenance-of-way expenditures, for "big" Conrail. Of this, USRA figures \$4.863 billion will go for Conrail's roadway and \$1.980 for its new equipment. Much of this new capital will come from Conrail's own revenues and some from private loans. But USRA figures, to turn the system around, Conrail will need \$2.026 billion in government money over the next four years.

Congress, in passing the massive rail revitalization law last January, tried to provide for all three items in Conrail's grand strategy—the passenger service shift, the low-density branch line shift, and authorization of the direct subsidy to Conrail. This epochal new law was strongly backed by rail unions and by railroad managements as well. But what happened in February on the federal money for Conrail is significant, too.

**Federal Money.** Usually, after authorizing some new outlays, when Congress comes to appropriate the actual funds, it cuts the amount and doles it out one year at a time. With Conrail's money, last February, the story was quite different.

Both the House, by 298 to 95, and the Senate, by 62 to 23, voted to appropriate the full \$2.026 billion asked for Conrail, covering a two to four year period. It's true that the legislators didn't add on the \$250 million "margin of safety" fund that USRA had sought, but House supporters stressed that this extra money will be voted if needed. The Senate also voted to appropriate another \$275 million for other rail-improvement purposes that will help Conrail.

Apart from the urgent wish to see Conrail succeed, House backers explained that there's a special reason why they acted as they did. The bankrupt lines whose properties Conrail is taking over have creditors who are preparing to sue the government for all they can collect. They hope the courts will rule that the laws creating Conrail amounted to a federal seizure of their property—and that Uncle Sam owes them up to \$13 billion for it.

Conrail backers in Congress point out, on the contrary, that their aim is to reorganize the bankrupt roads into an efficient profit-making system. This, they say, will help both the general public and also the creditors. The latter are getting Conrail stock up to the "net liquidation value" of their property, under the government plan.

For the courts to accept this as fair to the creditors, Conrail stock must develop some real value. That in turn, as Representative John McFall (Calif.) told the House, means "Conrail must be rehabilitated and restructured. The reorganization court must be assured that the funds needed for this improvement will be available. That is why we have departed from our usual practice...by providing the full (four year) amount contemplated under the unified Conrail system plan." □

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## editorial pickings

*(The editorials selected for this department do not necessarily reflect the views and policy of the A.T.D.A., but are presented as a cross section of the positions taken by other publications. Editor)*

### NARP URGES LETTERS

*From NARP Newsletter*

In a perverse way, proponents of railroad passenger service (forget, for the moment, "expanded and improved service," and settle for just existing service) can be grateful to the Ford Administration and DOT Secretary Coleman.

For the Administration's actions and the Secretary's brutally frank statements (statement after statement after statement) have made it absolutely clear that Amtrak has no friends in high policy positions in the Executive Branch.

Consider, for example, the United Press International report of January 28, quoting Mr. Coleman that Amtrak passenger service, which he called a waste of taxpayers' money, "would die tomorrow" if he had his way. This puts the capper on other outlandish statements which have been coming out of the Department almost since Secretary Volpe vacated the office. Undersecretary John Barnum and the staff of secretarial experts are no less negative. They will defend the expenditure every year of billions of dollars for highways, encouraging further waste of decreasing energy supplies, misuse of limited land, and defilement of our air, but they resent any expenditure for rail passenger service.

Congress accepted a lower figure than it had previously approved for vitally necessary improvements to the Northeast rail corridor, in order to get a bill signed. Years of neglect call for immediate action to begin upgrading. But, as evidence of having bargained in bad faith, the Administration then opposed Amtrak's request for \$79 million (already approved by the Senate Appropriations Committee) for immediate use in ordering and later installing rail, ties, et al. during the 1976 work season. It talks pleasantly about the need for time-consuming engineering studies, glossing over the great need for basic track work, without which Amtrak says there will be steady deterioration of service this year.

It is important for our members to contact their Congressmen and Senators and urge them to vote and work for:

1. Sufficient funding to keep Amtrak from cutting back service this year or in Fiscal 1977; and

2. Appropriation of enough money (both for Amtrak in the Corridor and the freight-hauling railroads elsewhere) to get started on track rehabilitation this summer. The work has already been authorized by Congress, and the jobs pro-

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vided can help the unemployment situation this year as well.

Don't delay — supplemental appropriations bills are moving right now!

## PERIL AT RAIL CROSSINGS

*From Kansas City Star*

Train engineers tell emotionally of the helpless horror of seeing drivers of cars, trucks and buses race with death or just roll heedlessly onto the crossing ahead of a hurtling locomotive. Most of these episodes are near-misses. A few wind up in the news, and, so often, they are uniquely terrible.

So it was with 12 of the 16 riders in a truck camper carry children to a skating party one recent night in the southern Illinois hamlet of Beckemeyer. The rail crossing was guarded only by two signs. The allowable train speed, fixed by the railroad, was 60 mph. One moment there was gaiety, the next, unspeakable tragedy.

The railroads' position generally is that drivers should beware of peril at the tracks. But there are other factors that need not be left to individual prudence.

School buses and other vehicles of public conveyance can be obliged, by law, to follow a route — even if it is longer — of nongrade-level crossings. The states and municipalities should command it. Where no such crossings exist, they should be constructed.

And it is fair to say that a track-level crossing on a 60-mph line in the center of town — even a town as small as Beckemeyer (population 1,056) — should be protected by flashing lights, alarms and cross-arm barriers. A uniform, mandatory, national policy should be developed in this matter and financed by federal appropriation.

It is not primarily the railroads' property that needs protecting: It is the lives of people, some of them too young to exercise caution on their own behalf.

## WHY DOCTORS ARE OPPOSED

*From San Francisco Chronicle*

"The average American spent a record \$547 for health care during fiscal 1975, the Department of Health, Education and Welfare reported.

"The nation's total expenditure of \$118.5 billion during the year ended last June 30 was 13.9 per cent above the previous year.

"A report prepared by the Social Security Administration said that health accounted for 8.3 per cent of the gross national product, after three years of being stabilized at between 7.7 and 7.9 per cent.

"Health's sharply higher share of the combined value of the nation's goods and services was attributed to a slowdown in the GNP growth rate at the time when health costs were increasing and more persons were seeking treatment."

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## conversation pieces

Hamden-Sydney College, Hamden-Sydney, Va., is claiming the title of America's Bicentennial '76 College based on the fact that it is the only college in the United States to share the nation's birth year. The college, formed six months before the Declaration of Independence, can boast that its ties with the anniversary celebration are made even stronger by the fact that Patrick Henry and James Madison were charter members of the college and served on the first board of trustees.

\* \* \*

The Postal Service's ruling that unstamped mail is to be returned to the sender may be reversed because millions of Americans have been cheating. They have been mailing mail free by addressing letters to themselves and putting the intended recipient's name in the return address space.

\* \* \*

Old Mike was finally buried—64 years after he had died. Old Mike was the name given to the unidentified body of a man found dead in the city park at Prescott, Ark., on Aug. 21, 1911. The remains were embalmed and kept in a back room of the Cornish Funeral Home in the hope that somebody would some day identify the man. No one ever did and finally, a few months ago, Mike was given a "regular Christian Burial," at the request of the Arkansas Board of Embalmers.

\* \* \*

A list of cities in the whole wide world showing the ones it costs most to live in was recently compiled. Of the 20 most expensive, New York holds runnerup record at 10th place. Chicago rates 13th, San Francisco, 16th and Washington, D.C., 17th.

\* \* \*

If a doctor prescribes something to be taken four times a day, Americans will only take it twice. If it's prescribed for a week, they'll only take it until they feel better. Studies indicate that between 40 and 60 per cent of all medicines prescribed in this country are never ingested by the patient.

\* \* \*

The Administrative Management Society finds that the most common rate at which companies reimburse employes for miles driven on business is 15 cents per mile. The Society believes that the 15-cents-per-mile figure probably relates to IRS regulations. For a copy of this report write Jim Burton, Administrative Management Society, Willow Grove, Pa. 19090.

\* \* \*

A rash of robberies in a Florida city prompted local police to set up a "swap shop" manned by

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plain clothes gendarmes. Not only did the shop make a profit on legitimate business, but more than \$50,000 worth of stolen goods were recovered and 20 people were put in the slammer for trying to foist off hot property.

\* \* \*

The professional torch is making a pretty fair living these days, according to the Fireman's Fund American Insurance Companies. They estimate that over a billion dollars was lost due to arson in 1974 and the trend is up. Arson was suspected or known in 30 per cent of some 2.7 million reported fire losses. Ten years ago, arson was involved in only two or three per cent of reported fire losses.

\* \* \*

The power of the sun is so immense that it staggers the imagination. In one second it emits more energy than man has used since civilization began, according to the National Geographic Society. If we could somehow collect and continually use the power in sunlight that falls on just one city—Los Angeles—it would provide enough energy for all the homes on earth.

\* \* \*

City folks drink more than country folks. A nationwide survey of liquor consumption reveals an annual thirst of 103.9 cases per 1,000 adult Americans. However, in the 20 largest U.S. metropolitan areas, the rate of consumption is 137.1 cases per year per 1,000 adults.

\* \* \*

"The light and longevity of a candle depend upon how many times it is dipped into hot wax. Similarly, the light and longevity of a person often depend upon what he has gained by being dipped into light and despair."

*Saki*

\* \* \*

How about a nice paperburger? Fermented newspaper provides about three times as much protein per acre as do soy beans, according to a scientist who has been working on the process of turning newsprint into food at the New York Agricultural Experiment Station. The same researcher claims that newspaper is also an excellent source of carbohydrates. The time may not be far off when we have to decide whether we want informative news or nourishing news.

\* \* \*

The average \$1 bill wears out in about 18 months—despite the fact that it's printed on special paper designed to take wear and tear, says *National Enquirer*. A \$1 bill changes hands about 100 times as often as a \$20 bill, according to the U.S. Treasury Department. A \$20 bill takes about five years to wear out.

How lonely I'm  
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*R. E. Vorg*

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## rail remnants

### The Trade Union Movement During the Bicentennial Years

Journeyman printers of New York City in 1778 combined to demand an increase in wages. After the increase was granted the organization was abandoned.

\* \* \*

The earliest authenticated strike of workers in the United States in a single trade occurred in 1786 when Philadelphia printers gained a minimum wage of \$6 a week.

\* \* \*

Philadelphia carpenters struck unsuccessfully in May 1791, for a 10-hour day and additional pay for overtime. This was the first recorded strike of workers in the building trades.

\* \* \*

The first local craft union formed for collective bargaining was organized by Philadelphia shoemakers in 1792. It disbanded in less than a year.

\* \* \*

The Federal Society of Journeymen Cordwainers (shoemakers) was formed in Philadelphia by the shoeworkers in 1794. It lasted until 1806, when it was tried and fined for conspiracy.

\* \* \*

A Journeymen Cordwainer's union in New York City included a closed shop clause in its 1805 constitution.

\* \* \*

Members of the Philadelphia Journeymen Cordwainers were tried in 1806 for criminal conspiracy after a strike for higher wages. The charges were (1) combination to raise wages and (2) combination to injure others. The union was found guilty and fined. Bankrupt as a result, the union disbanded. This was the first of several unions to be tried for conspiracy.

\* \* \*

The Mechanics' Union of Trade Associations, made up of unions of skilled craftsmen in different trades, was formed in Philadelphia in 1827. This was the first city-central type of organization on record.

\* \* \*

The Workingmen's Party, including wage earners, craftsmen, and farmers, was organized in Philadelphia in July, 1828. It went out of existence in 1832.

\* \* \*

The National Trades' Union was formed in New York City in 1834. This was the first attempt toward a national labor federation in the

United States. It failed to survive the financial panic of 1837.

\* \* \*

In 1836, the National Cooperative Association of Cordwainers, the first national labor union of a specific craft, was formed in New York City. There is no further record of this organization after 1837.

\* \* \*

An Executive Order issued March 31, 1840, by President Van Buren established a 10-hour day for federal employees on public works without reduction in pay.

\* \* \*

In the case of *Commonwealth v. Hunt* in 1842, the Massachusetts Court held that labor unions, as such, were legal organizations, and that "a conspiracy must be a combination of two or more persons, by some concerted action, to accomplish some criminal or unlawful purpose, or to accomplish some purpose not in itself a criminal or unlawful by criminal or unlawful means." The decision also denied that an attempt to establish a closed shop was unlawful or proof of an unlawful aim.

\* \* \*

Massachusetts and Connecticut passed laws in 1842 prohibiting children from working more than 10 hours a day.

\* \* \*

The first state law fixing 10 hours as a legal workday was passed in New Hampshire in 1847.

\* \* \*

In 1848, Pennsylvania passed a state child-labor law setting the minimum age for workers in commercial occupations at 12 years. In 1849, the minimum was raised to 13 years.

\* \* \*

The Typographical Union, the first national organization of workers to endure to the present day, was formed in 1852.

\* \* \*

The first law limiting working hours of women to 10 hours a day was passed in 1852 in Ohio.

\* \* \*

The "Molly Maguires," a secret society of Irish miners in the anthracite fields, first came to public attention in 1862. The "Mollies" were charged with acts of terrorism against mine bosses. They went out of existence in 1876, when 14 of their leaders were imprisoned and 10 were executed.

\* \* \*

Laws providing fines and imprisonment for strikers preventing other persons from working were passed in Illinois and Minnesota in 1863.

\* \* \*

The National Labor Union, a national associa-

tion of unions, was organized in 1866. A federation of trades assemblies rather than of national craft organizations, it included radical and reform groups. Drifting into social rather than trade union endeavors, it lost craftsmen's support and went out of existence in 1872.

\* \* \*

The Knights of St. Crispin was organized on March 7, 1867, to protect journeymen shoemakers against the competition of "green hands" and apprentices in the operation of newly introduced machinery in the shoe industry. The last vestige of the order disappeared in 1878.

\* \* \*

In 1868, the first federal eight-hour-day law was passed by Congress. It applied only to laborers, workmen and mechanics employed by or on behalf of the U.S. Government.

\* \* \*

The first state labor bureau was established in Massachusetts in 1868.

\* \* \*

The Noble Order of the Knights of Labor was organized in 1869 in Philadelphia. It maintained extreme secrecy until 1878, then began organizing skilled and unskilled workers openly. By winning railroad strikes against the Gould lines, and advancing the program for the eight-hour day, the Knights of Labor gained many followers, claiming over 700,000 members in 1886. It declined rapidly thereafter with the emergence of the AFL.

\* \* \*

The first written contract between coal miners and operators was signed July 29, 1870. It provided for a sliding scale of pay, based on the price of coal.

\* \* \*

The Cigar Makers International Union in San Francisco made first use of the union label in 1874.

\* \* \*

The first recorded instance of the use of federal troops in a labor dispute during peacetime occurred during a strike of railroad workers in 1877 against a 10 per cent cut in pay. Railroads operating east of the Mississippi were involved. Marked by violence and property damage, more than 100 were reported killed and 200 injured.

\* \* \*

In 1878, the Greenback-Labor Party was organized by a fusion of the Greenback Party and Workingmen's Party.

\* \* \*

The Federation of Organized Trades & Labor Unions, which later became the American Federation of Labor, was organized in Pittsburgh in November 1881, with 107 delegates present. Leaders of eight national unions attended, including Samuel Gompers, then President of the Cigar

Makers International Union.

\* \* \*

Peter J. McGuire, a New York City carpenter, suggested setting aside one day in the year in honor of labor. The first Labor Day celebration was held in New York City during September of the same year, 1882.

\* \* \*

A Bureau of Labor was established in the Department of Interior in 1884. It later became independent as a Department of Labor without Cabinet rank. It again returned to bureau status in the Department of Commerce & Labor, which was created in 1903, where it remained until the present Department of Labor was established in 1913.

\* \* \*

In 1886, under the initiative of the Federation of Organized Trades & Labor Unions, some 340,000 workers participated in a movement for an eight-hour day.

## Bee Rustlers

Joe Stewart is a farmer with a bee in his bonnet—and not very many in his hives. Like many another Western apiculturist, Stewart has been stung by a new breed of bandit: The honey-bee rustler. His Crockett Honey Co. in Phoenix, Ariz., lost five money-making colonies to rustlers last year, and Stewart has yet to find the culprits. But he has his suspicions as to who they may be. "The only one who could steal them is another beekeeper," he explains. "Not everyone can go and pick up a three-story hive, weighing 100 to 150 pounds with about 40,000 mean bees swarming around."

Just how do you rustle a bee? Very carefully, it seems. The rustlers wear protective gear—overall, thick gloves, pith helmets swathed in net—and operate by night, when bees are relatively inactive. Their rewards are sweet indeed; the price of honey has risen from 10 cents a pound to 40 cents or more since 1970, and the demand for bees as pollinators of avocados, alfalfa and other crops has soared. What's more, the crime is difficult to detect; most hives are kept in remote rural areas, and local lawmen are sometimes reluctant to close in. "It's very hard for us to control bees moving on the highway," complains Ken Carter, a sheriff's detective in Riverside County, Calif., who is now tracking a \$10,000 theft. "What highway-patrol officer is gonna stop a truck and begin looking at bees?"

Thus hive-jacking has flourished; in 1972 only 300 California colonies were stolen, while last year nearly 3,000 disappeared. The frustrated victims have offered bounties, buzzed their property in airborne patrols, and tried to tighten up enforcement. But they have yet to find a fool-proof way to insure that beekeepers actually keep their bees.

*From Newsweek*

## fifty years ago

From the April and May 1926 issues of THE TRAIN DISPATCHER. *April issue:* Ad for Rock Island Lines calling attention to its 73rd birthday. ...Ad for Nash four door sedan, "leader in its field," for \$1,000. ...Half page ad for Belt Railway of Chicago. ...Maine Central dispatchers get a wage increase; maximum raised from \$225.53 to \$242.50 per month; low-rated jobs from \$204.23 to \$215.00. ...There were 45 members of the Widows and Orphans Benefit Fund. ...The A.T.-D.A. had 15 disputes pending before the old Railroad Labor Board. ...A photo of what was described as "an orderly and well equipped train dispatchers' office," shows four sets of trick men, one Chief and a steno crowded in one small room (Location not given). ...PRR on Fort Wayne Division made a successful test of engine-to-caboose telephone on a freight train of 53 cars. ...General Electric and Westinghouse were debating the benefits of recently manufactured diesel electric locomotives in which railroads were beginning to show some interest. ...Pittsburgh, Seattle, Spokane and Omaha assemblies and N.L.A. chapters reported meetings. *May issue:* President Luhrs and Vice Presidents Potts and Gorman appeared before the old Railroad Labor Board in protest against an attempt by the Kansas City Southern to coerce and intimidate its train dispatchers into signing a "yellow dog" or Company Union Agreement which would take away all their rights to collective bargaining. J. M. Pickett, Supt. of Personnell, attempted to defend the KCS before the Board. ...The Widow of Bro. J. S. Parker of the Seaboard Air Line, Tampa, Fla., was the first beneficiary under the Widows and Orphans Benefit Fund organized six months previously. He was 43 years of age. ...The Chicago Federation of Labor voted \$10,000 to start the nation's first labor radio station, beginning of station WCFL. ...A U.S. Senator proposed a Senate investigation of the six-months-old strike of enginemen and firemen on the Western Maryland Railroad. ...In a foreclosure proceedings Judge Wilkerson ordered the Milwaukee Railroad sold at an auction to be held in Butte, Mont. ...Sample of 1926 humor: Kitty, "The man I marry must be rich, brainy and good." Litty: "Oh, you expect to have three husbands?"

## twenty-five years ago

From the April and May 1951 issues of THE TRAIN DISPATCHER. *April issue:* President Braese's column did not appear in this issue as he was tied up in Washington, D.C., heading the negotiating committee which was in the midst of conferences with the Carrier's committee on the wage and vacation proposals initiated in November 1950. As the April issue went to press, ne-

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gotiations had broken down and the services of the Federal Mediation Board had been invoked on March 16... An article from the American Heart Association likened the human heart to the motor under the hood of an automobile... An article relates how 465,000 employees of the British government-owned railroads have just won a 7½ per cent pay increase by means of strikes and slow-downs, without any talk in government circles of government crackdowns, fines, or otherwise punishing the rail employees or their unions... An award of the NRAB, No. 5244, is described, in which a claim against the NP is sustained. The Carrier is required to apply the 261 divisor to a relief dispatcher relieving the excepted Chief, even though the assigned Chief was being paid on the basis of the 313 day divisor... *May Issue:* President Braese resumed his column, reporting that arbitration proceedings resulted in an increase of 12½ per cent in wages for train dispatchers, or about \$21.00 a month, plus a Cost of Living escalator clause, resulting in an additional 6 cents per hour. He said the A.T.D.A. committee had been supported by letters from more than 10 per cent of the membership... Congress passed legislation providing an increase of 13.8 per cent in railroad retirement annuities... The activities of Senator Joe McCarthy were reaching in high point as this issue was published, and in an article by Bradford Carter of the Labor Press Association, the action of the Baltimore School Board is praised for the action of that body in disregarding McCarthy's efforts to destroy the reputations of several noted Americans whom the Baltimore Board had invited to address the Baltimore student body... Sample of 1951 humor: Father: "Son, after four years of college you're nothing but a drunk, a loafer and a nuisance. I can't think of one good thing it's done." Son: "Well, it's cured Ma of bragging on me."

## the old timers

### The Retired Train Dispatchers Club Of St. Petersburg, Fla.

The regular monthly meeting of the Retired Train Dispatchers Club was held on Thursday, March 4 at 12 o'clock noon in Driftwood Cafeteria, Seminole Mall.

President Phil Hawthorne presided at the business session following the invocation. The regular monthly reports were read and approved. The Secretary read a note from Cliff Darling thanking the Club for birthday greetings sent on the occasion of his 97th birthday. Mr. Hawthorne read a letter from Mrs. Priscilla Therriot, widow of a train dispatcher.

A brief memorial service was held honoring the memory of Al Miller, who passed away very suddenly on Feb. 25. Al was one of our faithful members and had served twice as President of the Club. The Club has made a contribution to

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the memorial fund at St. Giles Episcopal Church. Al was a very active member of that congregation. Albert J. Miller was retired from the PRR but had lived in St. Petersburg for a number of years where he was well known, active in Masonic circles, and for his many other interests.

An atmosphere of sadness pervaded our meeting as we mourned the death of our dear friend "whom we have loved and lost for a while."

We had as a special guest Mr. Jaynes, a retired train dispatcher from Canadian Lines. He and his wife are vacationing in Florida for two months.

There was no further business, so after the usual visit with our good friends, we saluted the flag and were dismissed to meet next on Thursday, April 1 in Driftwood Cafeteria.

Lillian V. Fehl, Secretary

## 25-Year Honor Members

In recognition of their 25-Years' Continuous Membership in the A.T.D.A., the following members have been awarded the special 25-Year Honor Emblem during March 1976:

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J. E. Pollock	B&O
R. P. Rose	NYC
D. V. Shane	BN
G. A. Wilson	NYC (P&LE)

## letters

Bro. Collins:

This is to acknowledge receipt of, and many thanks and appreciation for the "Life Associate Membership" Card you sent me recently.

I reverted from dispatcher back to operator in 1958, 14 years before my retirement; which was when the SAL took over the MD&S; but elected to continue my A.T.D.A. Associate Membership because of what the Organization had already done for its members in the past.

I first joined the A.T.D.A. a half-century ago, July 1926, and still carry in my card case an A.T.D.A. Card dated 1929. It is signed by J. G. Luhrsén, President, and C. L. Darling, Secretary-Treasurer. Am proud to still have it.

Worked for the Western Union Commercial Dept. through most of the 1930's, and rejoined the A.T.D.A. again in the early 1940's, upon returning to the railroad.

Shall always be grateful for what the A.T.D.A. has done for its members.

*F. G. Ross (MD&S, Retired)*  
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month.

In no way do I feel I deserve such a token as this, but I sincerely appreciate it, nevertheless.

My belief is that the A.T.D.A. has done a lot more for me than I have done for the organization over the years, notwithstanding the fact that I served at times as Office Chairman and for a number of years as Secretary-Treasurer of the System Committee on the FW&DC.

Best wishes to you, and please give my regards to President Penning whom I was privileged to meet personally while he was Vice President on our region.

M. A. Davis (FtW&D, Retired)  
2214 Fannin St.,  
Amarillo, Tex. 79100

Bro. Collins:

Thank you very much for the 25-year membership emblem, just received, and especially for your kind personal letter which accompanied it. I will wear this award proudly. I'm not much of a "joiner;" in fact the Association is the only organization I belong to, and I take great pride in that membership.

I think you were overly generous in your remarks. The Association has done more for me than I will ever be able to repay. I hope I am able to continue contributing something for a few more years, anyway.

J. M. Darragh, (O.C., Burlington Northern)  
4112 50th Ave. East  
Tacoma, Wash. 98443

## A Memorial to Rail Heroine Kate Shelley

In THE TRAIN DISPATCHER issues of the year 1967, there was begun a series of articles in the *Rail Remnants* section in which traditions and "folklore" of the railroads was recounted—stories of personalities whose names have become legends among railroad employees. Featured were such illustrious characters of the rails as Casey Jones, Kate Shelley, Jesse James, John Henry and such incidents as "Wreck of the Old Ninety Seven."

The International Labor Press Association conducts a contest among the many labor publications each year. The contest covering articles, columns, etc., appearing in labor publications during the year 1967 was held the following year, 1968. THE TRAIN DISPATCHER was entered in the contest that year and we were notified about midyear that our magazine had won in one of the categories, but that details of our award would not be divulged until the I.L.P.A. convention, to be held in December 1968 at Miami Beach, Fla. The A.T.D.A. Executive Board authorized payment of necessary expenses for then Editor Merl Grover and Mrs. Grover to attend the convention and receive the award.

The experience was very much like we imagine an "Emmy" award presentation to be. There was

a great deal of tension as we waited for the winners to be announced in the several categories. There were awards for first, second, third places, and some "honorable mentions." Because of the comparatively small size of our circulation as compared to the large union publications, such as the *Electrical Workers Journal* and *The Machinist*, both with more than 900,000 each, as against our less than 5,000, we honestly expected a third place or Honorable Mention, at best. Finally the announcement came that THE TRAIN DISPATCHER'S *Rail Remnants* was adjudged the winner in the "Best Regular Column" category. *Electrical Workers Journal* and *The Machinist* were awarded second and third place, respectively. Judges were three honor members especially selected from Harvard University's Nieman Fellows Foundation. In explaining their decision the judges said, "The judges' choice of *The Train Dispatcher* column 'Rail Remnants' was based on the assumption that a column which delves into the lore and traditions of an industry not only enlivens the pages of a union publication, but also may stimulate the members' pride in their jobs. In this we believe 'Rail Remnants' succeeds admirably."

The particular column selected as exemplary by the judges was The Legend of Kate Shelley, who is credited with averting a major rail tragedy on July 6, 1881, at Honey Creek, Iowa, on the Des Moines River. She was 15 years old at the time, and living in a little shack by the side of the rails with her mother, the widow of a section foreman.

A massive cloudburst that night turned the river into a wild current which wrecked a main rail bridge nearby and other rail facilities. The C&NW Express, a packed passenger train, was due along shortly. Kate crawled along 500 feet of the wrecked span, cutting her fingers and legs on the broken spikes. Then she raced along the track to nearby Moingona Station, and got word out just in time to stop the express.

She also helped save the lives of several crewmen from a pusher engine which had been testing the tracks when the bridge collapsed. Those rescued were clinging to tree tops above the raging torrent.

Some years later, Kate was hired by the C&NW as station agent at Moingona, one of the first women to acquire such a post.

The Boone County (Iowa) Historical Society is making progress in its effort to recreate the former Chicago & North Western rail yards and depot at Moingona as an "iron horse" museum and park, and as a memorial to Kate Shelley, says Edward H. Meyers, president of the Society. He has declared that many retired "rails" and others have sent in donations for the project since word of the undertaking has been getting around.

Meyers reports the Society has reprinted the entire issue of the weekly Boone County Democrat for July 13, 1881, which carried a colorful four-column account of the dramatic episode. Meyers says a copy of the paper will be mailed

to anyone making a donation of \$2 or more to the Boone County Historical Society, 1521 Carroll St., Boone, Iowa 50036.

## Final System Plan Certification Marks USRA Milestone

The United States Railway Association on March 12 completed a certification to a three-judge Special Court in Washington, D.C., the first of three formal steps which marks the largest corporate closing action in history and led to the beginning of rail operations by the new Consolidated Rail Corporation (ConRail) on April 1.

The conveyance documents represent the real property, administrative assets and rolling stock of the bankrupt Penn Central, Lehigh Valley, Reading, Erie Lackawanna, Central of New Jersey, Lehigh and Hudson River and Ann Arbor railroads.

The action involved presentation to the Special Court established by the Rail Reorganization Act of 1973, of a package which will include more than 30,000 pages of documents. The materials were shipped by rail, air and truck to the Special Court in Washington, D.C. and to bankruptcy courts in Philadelphia, Cleveland, Newark, New York City and Detroit.

Preparation for conveyance of real property involved 12 field inspection teams backed by a legal task force and headquarters personnel in Washington. The process took five months to check out, review or rewrite documents submitted by the bankrupt companies. It started with inspection of 8,000 parcels of land, winding up with 2,000 deeds on 5,000 parcels. The final conveyance document on real property alone ran to nearly 30,000 pages of deeds, options, releases, leases, bills of sale, assignments, operating rights grants and 3,500 minutely detailed rail valuation maps.

The conveyance of administrative assets involved 106 instruments of up to 10 schedules each, for a total of over 500 schedules covering everything from material and supplies to copyrights and patents. The conveyance of rolling stock included 250,000 locomotives, passenger cars, freight cars and maintenance of way equipment, some of them owned and some listed in about 400 financing agreements to be conveyed. The rolling stock was reported to USRA from the bankrupt companies' inventory records and verified through other documents and spot checks.

The total process involved the examination of over 250,000 contracts.

Just prior to the delivery of these documents to the court, Arthur D. Lewis, USRA Chairman, signed the necessary papers certifying the delivery as the Association's Final System Plan for restructuring the bankrupt railroads in the Northeast and Midwest.

According to Chairman Lewis, the certification action was another milestone in the two year effort of the Association to revitalize the rail

service in the Northeast and Midwest through a restructuring of the bankrupt railroads into a viable and efficient system. Chairman Lewis also noted that all of the Association's efforts have been in line with the goals of the Regional Rail Reorganization Act of 1973 to restore and maintain essential rail services through the creation of the new Consolidated Rail Corporation.

This certification action was required by the Act of 1973 and requires the Association to deliver to the Special Court a certified copy of the Final System Plan and to certify to the Court certain information and statements relating to: The transfer of rail properties to ConRail; the conveyance of rail properties to profitable railroads in accordance with the Final System Plan; the amount, terms, and value of the securities of ConRail; and the fairness and equity of such exchange.

Within 10 days of delivery of this certification package to the Special Court; ConRail, the Association, and other railroads acquiring properties were required to deposit, respectively, ConRail securities, government guaranteed Certificates of Value and cash with the Special Court. On March 31, 1976, the actual conveyance of rail properties to ConRail and other railroads took place. ConRail and the other railroads began actual operation of the properties on April 1.

The Railroad Revitalization and Regulatory Reform Act of 1976 authorizes the Association to purchase up to \$2.1 billion of ConRail securities, of which \$1 billion would be for debentures and \$1.1 billion in Series A Preferred Stock. The funds will be obligated to ConRail over the next five years for modernization and rehabilitation of plant, acquisition of equipment, refinancing of indebtedness and for working capital.

ConRail will be an approximately 17,000-mile system comprised generally of the Penn Central, Erie Lackawanna, Reading, Central of New Jersey, Lehigh Valley, Lehigh and Hudson River and the Ann Arbor. The basic industry structure for the reorganization of the bankrupt railroads in the region, thus will be that of the Unified ConRail structure as described in detail in the Final System Plan and Supplement.

## A Ray of Hope For The Railroads

*From Press Associates*

America's love affair with her railroads has been a rocky one.

When the steam locomotive was introduced to the restless, pioneering American people of the 1840s, it was a case of love at first sight.

Easterners were expanding their boundaries, pushing West through rough, largely unsettled country. And their affection for the rugged, smoke-belching steam locomotive grew as the railroads pushed West along with them.



Later, as the nation and its rail system grew, the romance flourished, too. The late 1880s was a period of technological awakening for America and a time when the nation's people were becoming more mobile—in large part because of the growing efficiency of rail passenger service.

The romance blossomed into full bloom in the early 1900s, as passenger service became more sophisticated and began specializing in first-rate travel accommodations.

According to gourmets of the day, some of the finest restaurants around could be found clipping along at a brisk pace, attached to trains with romantic-sounding names like the Orange Blossom Special, the Sunshine Limited and the Rocky Mountain Express.

Many of those old lines have been immortalized in song. Air travel is undoubtedly faster, but it's hard to imagine anyone writing a love song to a 707.

Other countries certainly were not immune to the siren call of the modern train. The Orient Express' famous run between Turkey and Russia has been immortalized in fiction and on stage and screen.

In the 1920s, the romance between America and her railroads developed into a solid, practical marriage. At that time there were some 20,000 thriving intercity passenger trains.

Today, there are only 250. In 1926, more than seven million Americans took to the rails and, in 1944, almost 10 million Americans took advantage of their rail system.

From a high of 95 billion passenger miles traveled in 1944, this figure dropped to a low of only 10 million in 1970.

America's trains helped open up the West and created huge industrial cities in the mid-West where there had been only prairie towns. They helped build the giant coal and steel industries and in the process created employment far beyond its own industry.

Now America's romance with her railroads has swung full circle. The big question today, as America celebrates her Bicentennial Anniversary, is: Can this marriage be saved?

There are many who are working toward that end. Foremost among them are the rail unions, with the full support of organized labor. In recent years these forces have been joined by a growing number of citizen groups who see improved and more competitive rail passenger service as serving a critical dual purpose: A more economic mode of commercial travel and a means of cutting down on pollution.

During this decade, seven of the nation's major railroads along the heavily-traveled northeast corridor declared bankruptcy. This forced the federal government into a more prominent overseer's role than it had been playing in the nation's rail industry.

A quasi-governmental organization called ConRail (similar to Amtrak) was set up to restructure and administer these railroads. The United Transportation Union, which lobbied long and

hard for help for its impoverished industry, warned that the failure of these railroads would have an economic impact far beyond the rail industry.

In its report on the economic implications, the U.S. Railway Association, a federal agency, noted that the bankrupt railroads making up ConRail "are essential to the 17-state region and its interrelationship with the national economy."

The ConRail region, the report went on to say, accounts for over half of the nation's economic activity; over 60 per cent of the nation's durable goods and manufacturing, and over 50 per cent of non-durable goods manufacturing. The report warned:

"If these railroads were shut down, the maximum impact would run from New England to Indiana. The bankrupts handle 75 per cent of traffic in a majority of multi-zones studied by DOT (Department of Transportation) in New York, Pennsylvania, New Jersey, Delaware and Maryland..."

Steps have been taken by the federal government to help revitalize the nation's rail systems—both Amtrak and ConRail are seen as good beginnings—but the rail unions believe much more is needed to truly put the industry back on the right track.

However, the phrase "nationalized rail system" is spoken softly around UTU headquarters. The union's leadership isn't sure that nationalizing the country's railroads is a viable alternative to simply giving the present system an opportunity to become more competitive with other more highly-subsidized systems of commercial travel.

The UTU leadership sees the President's rail budget as "totally unrealistic." The Administration proposes to allow Amtrak, which runs most trains along the busy northeast corridor, operating grants of \$378 million—at least \$51 million short of what is needed just to retain all present routes.

Congressional hearings are under way now that could determine which routes will be cut, which will be left. Amtrak management warns that the present budget level could result in ending service on as many as 20 routes.

But many see a ray of hope for revitalization of the rail system. Congress recently approved—and the President signed into law—an omnibus rail bill that touches many of the trouble spots of the industry.

The act provides \$6.4 billion for ConRail and Amtrak for track improvements, equipment purchases and retention of low-density lines that had been scheduled for abandonment.

"It's not enough," a UTU spokesman said, "but it's certainly a hopeful sign for an industry that has meant so much to America—and that could mean so much again, given the chance."

Nothing makes a little knowledge more dangerous than having one of your children pass it on to the neighbors.

## retirements of members

### L. R. Dyer Sou

Retired on Feb. 20, 1976: Lyle R. Dyer of the Knoxville, Tenn., office, Southern Railway, after a railroad career totaling 52 years, including 44 years as a train dispatcher.



Bro. Dyer was born at Midway, Tenn., on March 27, 1906. His first railroad employment was as a telegrapher on the Coster Division on Sept. 6, 1922, and was promoted to train dispatcher on Nov. 1, 1930.

He had been an A.T.D.A. member since March 15, 1940, and was awarded the 25-year

membership Honor Emblem in 1965.

During retirement he plans to avoid hurrying, take it easy, and enjoy himself. He lives at 502 Fern St. S.E., Knoxville, Tenn. 37914.



### M. C. Miles C&NW

Retired on Feb. 1, 1976: Maurice C. Miles of the Boone, Iowa, office, Chicago & North Western Railroad, after a total of 45 years of railroading, including 31 years as a train dispatcher.



Bro. Miles was born at Onawa, Iowa, on Feb. 3, 1911. His first railroad employment was as a track laborer at Paullina, Iowa, in 1929. On May 13, 1931, he started working as a telegrapher on the Northern Iowa Division, which was later consolidated with the Iowa-Minnesota Division. He was promoted to

train dispatcher in February 1945, and moved to Mason City, being assigned to the Mason City Office. He lived there until 1953, when the office was closed and consolidated with the Boone office, at which time he moved to Boone. He held an assignment as Assistant Chief at Boone from 1953 until his retirement following heart surgery on

Oct. 6, 1975. The surgery was successful.

Bro. Miles has been an A.T.D.A. member continuously since May 22, 1945, and was awarded the 25-year membership Honor Emblem in 1970. He has served as Office Chairman both at Mason City and Boone. He is also a member of the Elks Lodge, Boone Golf and Country Club and the Masonic Order. He is a Past Master of the Masonic Order in Mason City. Several years ago, he served as president of the Boone United Way. He is also Vice President of the Boone County Heart Association. He held a Pilot's license for 15 years preceding retirement, and did considerable flying.

He was a guest of Honor at a surprise retirement party at the Elks Club on March 27. He and his wife, Hazel, will continue to live in their present home at 418 S. Cedar St., Boone, Iowa 50036. Their retirement plans include doing some traveling in warmer climates and he and Hazel will pursue their favorite hobby, golfing.



### J. P. Mackoway P&PU

Retired on Oct. 10, 1975: John Philip Mackoway of the Peoria office, Peoria & Pekin Union Railroad, after a railroad career of 47 years, including 39 years as a train dispatcher.



Bro. Mackoway was born at Peoria on Oct. 1, 1912. His first service in railroad work was as a station helper with the CB&Q at Woodhull, Ill., on Dec. 4, 1928. The job was abolished shortly afterward, and he was sent to Augusta, Ill., as station helper. Within a short time he qualified as telegrapher and became a CB&Q extra

operator, continuing thus until laid off due to force reductions in 1934. On Oct. 10, 1934, he was employed as telegrapher by the P&PU at Peoria, and was promoted to dispatcher on May 10, 1936. He was further advanced to Chief Dispatcher on Jan. 1, 1955, continuing in that capacity until his retirement.

Bro. Mackoway has been an A.T.D.A. member continuously since Dec. 11, 1945, and was awarded the 25-year membership Honor Emblem in 1970.

He was honored at a retirement dinner at the Creve Coeur Club in Peoria where he was pre-

sented with a beautifully inscribed wrist watch by the company for 41 years of continuous service with the P&PU, also with a gift of cash from his fellow workers.

He will continue to make his home at 259 Lawnridge Drive, Creve Coeur, Ill. 61611.



## F. N. Mills PC (NYC)

Retired on Feb. 12, 1975: Frederick N. Mills of the New York office, Penn Central (NYC), after a rail career of 34 years, including 24 years as a train dispatcher. His retirement was on disability.



1945. He was promoted to train dispatcher on April 17, 1951.

He has been a member of the A.T.D.A. continuously since March 27, 1953, and cites as one of the high points of his railroad career his election as Vice General Chairman of the NYC System Committee, which experience, he says, helped him to appreciate many of the great problems faced by the Association as the representative body of the train dispatchers.

He and Mrs. Mills live at Route 1 Terry Hill Road, Lake Carmel, N.Y. 10512. During retirement they expect to spend much time near their four daughters, they being a closely-knit family; do some traveling to view some of the sights of our wonderful country; do some fishing and enjoy playing golf, a game which he particularly loves.



## S. C. Ross D&H

Retired on Jan. 19, 1976: Sebastian C. Ross of the Albany, N.Y., office, Delaware & Hudson Railroad, after a railroad career of 46 years, including 34 years as a train dispatcher.

Bro. Ross was born at Oneonta, N.Y., on May 20, 1908. His first employment in railroad work was an extra telegrapher-towerman on Feb. 13, 1930. He was promoted to dispatcher on May 27,

1942.

He has been an A.T.D.A. member continuously since July 2, 1943, and was awarded the 25-year membership Honor Emblem in 1968.

He plans to continue living at 12 Crestone Road, Albany, N.Y. 12205.



## M. J. Traffas AT&SF

Retired on Feb. 27, 1976: M. J. Traffas of the Amarillo, Tex., office, Santa Fe Railroad, after a total of 37 years of railroad, including 32 years as a train dispatcher.



Bro. Traffas was born at Sharon, Kan., on Jan. 24, 1911. He began his railroad career on June 4, 1937, as an apprentice operator; within a short time he was hired as operator, and was promoted to dispatcher on Aug. 8, 1943.

He joined the A. T. D. A. on Jan. 19, 1962.

Plans for retirement activities include doing volunteer work for the less fortunate, traveling, resting and relaxing. Bro. Traffas lives at 1304 S. Monroe St., Amarillo, Tex. 79101.



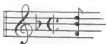
## M. A. Kilgore AC&Y

Retired on Jan. 16, 1976: Max A. Kilgore of the Akron, Ohio, office, AC&Y Railroad, after more than 35 years in railroad service.

Bro. Kilgore was born on Dec. 27, 1911. His first employment in railroad service was as an operator on the NYC in 1927. We do not have information regarding his railroad connections thereafter until he was employed by the AC&Y on June 8, 1941, serving successively as telegrapher, car distributor, train dispatcher and Superintendent of Transportation. He relinquished the latter job after a year and returned to dispatching, where he continued until retirement.

He first joined the A.T.D.A. on Jan. 3, 1944.

He and his wife, Nona, have many plans for retirement activities. Bro. Kilgore is said to be quite interested in singing, and perhaps he will devote some of his spare time to that pastime. The Kilgores live at 248 Idlewild St., Akron, Ohio 44313.



**J. F. Keating PC (NYC)**

Retired on Feb. 12, 1976: James F. Keating of the Utica, N.Y., office, Penn Central (NYC) Railroad, after a railroad career of 31 years, of which 28 years were as a train dispatcher.

Bro. Keating was born on March 23, 1915. His employment with the NYC began in 1945, and he was promoted to dispatcher in 1948.

He has been an A.T.D.A. member continuously since Jan. 26, 1950, and he was awarded the 25-year membership Honor Emblem in May 1975.

His address is 25 Fairfax Place, Utica, N.Y. 13502, and he plans to continue living at the same address following retirement.



*Word has been received of the following retirements. Our records are incomplete, appeals for further information have been unanswered, and further details are not now available to us.*

**R. D. Chenault C&O**

Retired on disability in 1975: Ray D. Chenault of the Clifton Forge, Va., office, Chesapeake & Ohio Railroad.

Bro. Chenault was born on Sept. 6, 1925. He has been an A.T.D.A. member continuously since Jan. 18, 1950, and was awarded the 25-year membership Honor Emblem in 1975. His address is Ingalls St., Clifton Forge, Va. 24422.

**H. R. Hopwood PC (PRR)**

Retired on June 1, 1975: Howard R. Hopwood of the Harrisburg, Pa., office, Penn Central Railroad.

Bro. Hopwood was born on Feb. 1, 1911. He has been an A.T.D.A. member, having first joined in May 1947. His address is 4307 Crest View Road, Harrisburg, Pa. 17112.

**J. J. Kane PC (PRR)**

Retired in 1975: James J. Kane of the Philadelphia, Pa., office, Penn Central (PRR) Railroad.

Bro. Kane was born on July 7, 1910. He has been an A.T.D.A. member continuously since Dec. 3, 1945, and was awarded the 25-year membership Honor Emblem in 1970. He will continue to live at 24 Vermilion Drive, Levittown, Pa. 19054.

### **Statement of Senator Williams Regarding Labor Secretary Usery**

The Senate Committee on Labor and Public Welfare met on Jan. 28, to hear testimony on the nomination of W. J. Usery Jr. to be Secretary of Labor. When confirmed by the Senate, he will be the 15th person to hold this important position

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—the third in the last 20 months.

Mr. Usery comes before the Committee as a renowned and respected member of the Administration. He is a Special Assistant to the President for labor-management concerns, but he is better known as the Director of the Federal Mediation and Conciliation Service. In recent years, his success in mediating many difficult labor disputes has made his name virtually a household word, and his performance in this position has been outstanding.

In the past, his distinguished career has encompassed leadership in the labor movement, as well as government service—with the Missile Sites Labor Commission and as Assistant Secretary of Labor for Labor-Management Relations, to name two. Mr. Usery, a copy of your complete biographical sketch will be placed in the record of these hearings.

Mr. Usery will take office at one of the most difficult times since the Department of Labor was created. Frankly, in his new capacity he will have to draw upon all of his great experience and call upon all of his many talents to meet the challenge.

Events of recent weeks have widened the breach between the Congress and the Administration and ruptured relations between the Administration and organized labor. I, for one, will do all that I reasonably can to clear the air and repair the damage.

But reason does not dictate that we can acquiesce in unemployment that exceeds 7 per cent for the rest of this decade. Reason demands, instead, that we make an urgent and determined effort to insure that jobs are provided for as many of the 9 million unemployed as possible.

As Secretary of Labor, Mr. Usery will have unique opportunities for formulating and advocating those policies by which the nation can foresee the day that full employment will be realized. He will also be in the best position to preserve and strengthen the many Federal programs for improving conditions in the workplace. I have not been entirely pleased with the Department's administration of such programs as the Davis-Bacon Act, Employment Standards, migrant workers, occupational safety and health, pension protection, and Longshoremen's and Harbor Worker's Compensation.

With Secretary Dunlop, we made headway toward improving the administration of these programs and the enforcement of the national policies they embody. The process of revitalizing these basic worker-protection programs must continue—with adequate funds and with a determination to carry out the mandates of the law fully and justly.

You will have our support and assistance in these endeavors, Mr. Usery, because they are important endeavors in difficult times and because we know how vital it is to the Department and to the American people that we find common ground and join together in making it bear fruit.

## 'Alias Gerald R. Ford'

As noted in the *Conversation Pieces* column in this publication for March 1976, a child was born in Omaha, Neb., on July 14, 1913. The baby's name, as shown on his birth certificate, was Leslie L. King Jr. The following year, however, his parents were divorced. His mother remarried and renamed her child Gerald R. Ford, changing his given names entirely and giving him the surname of his stepfather.

The result of this unusual situation is that the president of the United States (and candidate for re-election) has no evidence of his birth, since there is not on file in Douglas County, Nebraska, any document certifying to the birth of one Gerald Rudolph Ford on July 14, 1913.

After President Ford's visit to Omaha last year, it became known that the house formerly located on the corner of Thirty-second and Woolworth Avenues, in which the president was born, had been torn down and was no longer in existence. Whereupon a public-minded business man named James Paxson, purchased the lot where Leslie L. King Jr. had been born, and set about constructing at his own expense, a project called The President Ford Park, which he hoped to have completed by July 4, the bicentennial date. Due to the unusually open weather which has prevailed during most of this winter season, however, Mr. Paxson believes the park may now be completed by June 1.

When Mr. Ford first became President, he was once quoted, in supporting his image as a "common, ordinary guy," as saying, "I'm a Ford, you know, not a Cadillac." In view of what has since been learned about his original name, he now could truthfully make the statement that, "I'm a King not an ordinary guy."

## 'You Know'

By Grover O'Dell

I'm growing tired of a certain phrase  
And wish that it would somehow go,  
It's that two-word conversation piece  
And it is always the same "You Know!"

These two words—I'm tired of hearing,  
They started using them long ago  
In my brain—it started searing,  
That constant expression of "You Know!"

You hear them in every conversation  
Especially in Television and Radio  
Swept, like wildfire across this Nation  
Seems it's the only words they know.

There's never any reservation  
As to when or where or how,  
It's their only mode of conversation  
Let's discontinue it right now!

So many terms that we could use  
Keeping the vocabulary sharp and keen,  
But this English Language we abuse  
And "Do you know what I mean?"

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**REPORTER:**

Jo Ann Erickson  
1432 Syracuse Lane, Schaumburg, Ill. 60193

## N.L.A. Notes

By JoAnn Erickson

The 6th grade class that our daughter is in had a study on heart attacks and what causes them. The Chicago Heart Association gave the school many articles to study including this one:  
**I AM YOUR HEART!**

*I am your heart.* I'm made entirely of muscle and am divided into four chambers — two auricles and two ventricles. My sole function is to beat. Each day I circulate approximately 25,000 pints of blood — about 12 tons — through thousands of miles of arteries, capillaries and veins in your body.

I'm very fortunate in being controlled by sensitive nerves with timing device which sends out electrical impulses to keep me beating at a steady pace. When more blood is called for my timer is automatically stepped up to meet your demands.

Because I work hard day and night with no rest except that which I obtain between beats, I require a great deal of food. My nourishment comes entirely from the blood that flows through coronary arteries. So long as these vessels are wide open and elastic, I am capable not only of routine work but of the extra demands put upon me during violent exercise.

Pardon me if I seem to brag but I think you'll agree that no better self sustaining pump has ever been fashioned. Without repair I often last a hundred years.

As everyone else, I have my problems.

Occasionally, I am not perfectly formed at birth and have what is called congenital heart disease. All sorts of defects plague me — such as defective valves, holes in the walls of my auricles and ventricles and obstructions which interfere with blood flow. Some of these defects are serious; others I can tolerate.

I am lucky in that during the past twenty-five years methods of correcting many of these deformities have been found. Surgeons used to be afraid of me but slowly they have learned that I am a tough organ and can tolerate all sorts of surgical procedures.

Infections strike me just as they do other organs. What I fear most of all is rheumatic fever caused by the streptococcus. This germ

weakens my muscle fibers and causes deformity and puckering of my valves, especially the mitral valve. Defective valves interfere with my efficiency. I could escape rheumatic heart disease if the streptococcus were destroyed with penicillin at the time it lodges in your throat. That's right. If you'd see to it that every streptococcal sore throat was properly treated, I'd be safe.

If in the past the streptococcus has broken through the bodily defenses and deformed my valves, all is not lost but don't let the infection get at me a second time. Take an antibiotic drug every day to prevent the streptococcus from striking me again.

Of course, I get old, and as I age, my coronary arteries become stiff and narrowed by a hardening process called arteriosclerosis. Nobody can avoid the aging process but you can help me tremendously by being judicious about your diet. Don't let yourself get fat. The heavier you are the harder I have to work and the sooner I will wear out. And another thing — I need exercise. I can't work as hard as I used to but don't baby me. I get along much better if you keep me active with a little exercise each day.

I've told you before that I need a steady supply of blood for proper nourishment. Sometimes one of my coronary arteries becomes narrowed or plugged by a clot. When that happens I have to live on a scant diet and need as much rest as I can get. An obstructed coronary artery hurts me but usually I recover. After such an incident, called a "heart attack," I'll be able to carry on valiantly for many years if you'll treat me with the consideration of not gaining weight, living an orderly life, and seeing to it that I get a little sensible exercise each day.

If you sit down, over-eat, worry, and smoke too much, some day I'm afraid I'll just quit beating.

## soup to nonsense

By Jane Goodsell

### Sensational Paperbacks

Today's literary geniuses aren't wasting their time writing books. They're writing jacket blurbs for paperback reprints. Blurb-writing (like gift-

wrapping and screen credits) has been elevated to an art form.

The trouble is that the product, itself, is apt to seem pallid in comparison to the glitter and dazzle of its packaging. It's a rare book that can live up to the vibrant, volcanic, full-bodied, vitamin-enriched prose style of its jacket.

Let's amble over to the corner drugstore and browse through the display racks:

"An expose that dares to name names! Brutally frank! Lays bare intimate secrets with merciless honesty...one of the most widely read books of our time!" (*The Telephone Directory.*)

\* \* \*

"This book is a sensitive, penetrating portrait of an anti-hero with a potbelly and a low I.Q. Fundamentally an existentialist in his amoral attitude toward life, he symbolizes modern man in his failure to cope with the complexities of his environment, in his inability to communicate and his swaggering bravado, which covers his basic frustrations and immortal longings...a literary sensation..." (*Winnie the Pooh.*)

\* \* \*

"A poetically written story of a weirdly grotesque marriage...lush tropical setting...strange rites...moonlight orgies...unbridled lust...naked passions..." (*The Owl and the Pussycat.*)

\* \* \*

"The powerful tale of a widowed mother's efforts to save her son, a wild, rebellious boy, from the terrible fate which befell his father...a hair-raising story of crime and punishment..." (*The Story of Peter Rabbit.*)

\* \* \*

"What really goes on in Congress? Don't be misled by the captive press! Learn the truth about the U.S. Senate! Get the lowdown on the House of Representatives! Astonishing! Unexpurgated!" (*The Congressional Record.*)

\* \* \*

"A clinically detailed account of a day in the life of a willful, spirited girl...her wild, bacchanalian debauch in an isolated house...told with unsparing honesty...lean, terse prose..." (*Goldilocks and the Three Bears.*)

\* \* \*

"A gothic tale of horror...two sinister fiends...innocent victims, lured into a walk on a lonely beach...coldblooded murder...shades of the Marquis de Sade! Read it—if you dare! Terrifying! Brilliant!" (*The Walrus and the Carpenter.*)

\* \* \*

"A panoramic saga dealing with the complex interpersonal relationships of widely diverse characters, and the chain-reacting effects they have upon one another's lives...rich in scope...unforgettable..." (*The House that Jack Built.*)

\* \* \*

"An extravaganza of wanton voluptuousness! An excursion into debauchery! Profusely illustrated in full color!" (*How to Make French Pastry.*)

\* \* \*

"Case histories of emotionally disturbed children, documenting their aberrational fears, fixations, compulsions, bizarre hallucinations and obsessional behavior...a significant contribution to abnormal psychology..." (*Rhymes from Mother Goose.*)

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## Watch Your Blood Pressure

Physical fitness is important to all of us. And one way to make sure you're as fit as you think is to find out if your blood pressure is normal. High blood pressure is a serious disease, and having your blood pressure checked is a painless and easy process.

Here are some highlights:

When the doctor takes your blood pressure, he simply wraps the blood pressure cuff around your arm above the elbow, pumps air into the cuffs and records the readings. That's all there is to it. But, it's terribly important. If left untreated, high blood pressure is a potential killer. Early detection and proper medical treatment can keep it under control.

What happens with high blood pressure is that it can make the heart pump harder than normal, and the arteries become less elastic. After a while the heart may get larger, then weaken and stop pumping effectively.

Another name for high blood pressure is hypertension. In most cases, it's painless and produces no symptoms. When a sign does crop up, it may be bothersome headaches now and then, in the back of the head and upper part of the neck. They strike most acutely when blood pressure is relatively low in the early morning. Other symptoms may be shortness of breath, fatigue, insomnia, or excessive flushing of the face. But, these symptoms could stem from other causes too. The best way to find the cause of the problem is to tell your doctor your symptoms and let him do the detective work for a diagnosis.

*Watch Your Blood Pressure* (free) is one of over 250 selected Federal consumer publications listed in the Winter edition of the *Consumer Information Index*. A copy of the *Index* is available free by writing Consumer Information Center, Pueblo, Colo. 81009.

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More than 120 million people in the U.S. live in cities. In fact, 12 out of every 100 people in the nation live in New York City, Los Angeles and Chicago.

\* \* \*

If you have stamps that are stuck together, put them in the freezer for a short time and they will separate easily.

## consumer affairs

By Virginia Knauer

*Special Assistant to the President and Director  
Office of Consumer Affairs Department of Health,  
Education and Welfare*

### New Credit Card Rights For You

If you are a credit card user, there's good news for you. A new law—the Fair Credit Billing Act—is now in effect to help you resolve credit billing disputes and to eliminate certain practices that are considered unfair to consumers.

Under the law, stores and credit card companies must follow new steps when notified of a possible billing error. Also, the law prohibits "unfair" acts—like billing you for something that arrived broken and hasn't been replaced.

Here's how the law works:

- If you think there is something wrong with your bill, you should report the error in writing within 60 days of receiving the bill. It is best to do this as soon as possible, but not by telephone—the law applies only to written notification.
- When the store or card company receives your letter, it must acknowledge your notice within 30 days and then resolve the problem within 90 days. During this period, you don't have to pay the amount in question or any finance charges on the amount. The store cannot close your account, give any adverse credit reports about you or threaten you with such retaliation. If the store doesn't follow these steps, you don't have to pay the disputed amount (up to \$50)—even if the bill proves to be correct.
- If you buy a product that turns out to be defective, you don't have to pay for that charge on your credit card bill—as long as you first go into the store where you bought it and try "in good faith" to resolve the problem with the merchant. The law recognizes the fact that the credit card company has considerably more clout than consumers in resolving disputes where the item is already paid for on a charge card and the merchant refuses any further responsibility. Generally, this rule applies only to purchases of \$50 or more that were made within 100 miles of home.

• When you pay cash instead of charging a purchase, the new law allows retailers to give you 5 per cent discount. Remember, however, that stores don't have to give the discount; but, if they do, they must post this fact within the store. (usually at the counter or cash register).

• If you return an item that you charged on a bank card (not a store card), the law requires (1) the store where you made the purchase to notify the card company of the return within seven business days and (2) the credit card company to give you "credit" within three business days.

- If you have a credit card from a bank where

you also have an account, the law prohibits the bank from automatically collecting credit card payments from your account to pay the bill (if it is overdue). However, the law does not prevent you from instructing the bank to take money out of your account for this purpose.

The new law is being administered under regulations issued by the Federal Reserve Board. Therefore, if you have any questions about the law, you can contact the Board of Governors of the Federal Reserve System, Washington, D.C. 20551.

### AFL-CIO Urges Use of Union-Made Products

A major campaign to encourage union members to buy union-made goods and services was announced recently by the Union Label and Service Trades Department of the AFL-CIO and the International Labor Press Association.

The project received an immediate endorsement from AFL-CIO President George Meany, who said: "Over the past several years the labor movement has proved the effectiveness of the boycott weapon to bring justice to workers. We have an equal obligation to positively promote those products and services produced under union conditions and union contracts. That is what this new campaign is all about—to encourage union members to 'buy union'."

The promotional effort, the largest ever attempted by the labor movement, is also designed to inform union members about the unions in the AFL-CIO.

Each month the labor press will receive reproduction-quality, display materials about a union, its members and the products their members made or the services they provide. Approximately 550 labor papers with a combined circulation of 20 million will receive the materials.

In addition, special materials are being developed for the hundreds of local union newsletters and machine-duplicated publications.

After a meeting with Earl McDavid, secretary-treasurer of ULSTD, and Albert K. Herling, president of ILPA, Meany issued the following statement:

"I have just reviewed the plans and materials prepared jointly by the Union Label and Service Trades Department and the International Labor Press Association to promote union-made products and services. This campaign will inform all union members about the unions in the AFL-CIO, which guarantee that the products their members make, or the services they provide, are fully union.

"That guarantee is, of course, the union label, the union shop card or the union button.

"The Union Label and Service Trades Department and ILPA are to be commended for this effort. It is a natural outgrowth of the highly successful Union Industries Show and the campaigns of individual unions.



"Over the past several years the labor movement has proved the effectiveness of the boycott weapon to bring justice to workers. We have an equal obligation to positively promote those products and services produced under union conditions and union contracts. That is what this new campaign is all about—to encourage union members to 'buy union.'"

"I am confident the labor press will make good use of the materials provided by the Union Label Department and the ILPA, and that this project will achieve its goal. The beneficiaries will be the millions of union members who proudly attach their union label to the products they produce or who proudly display the union shop card where they work or wear a union button as they provide services essential to all of us."

Labor papers are being asked to donate space for the series. Community labor papers will supplement the national material by informing their readers where to buy union goods and services in their community. Local Union Label Councils and local unions will coordinate these materials with the community labor papers.

The International Labor Press Association represents labor papers on the local, state, regional, national and international level. It maintains a strict code of ethics governing solicitation of advertising and encourages the development of labor papers.

## Federal Information Centers

Have you ever tried to find an answer to a simple question about the Federal Government and ended up on a merry-go-round of referrals? Or, have you ever had a question so confusing that you didn't know where to look for help? Would you know where to get a passport, what office handles Medicare or food stamps, and who has a list of upcoming Bicentennial events?

At one time or another, each of us needs information about a Federal agency or program. And there are 37 Federal Information Centers across the country to help you dig out the answers you need. The General Services Administration has updated their booklet that tells you about these centers, including a list of toll-free numbers. For a free copy of *Federal Information Centers* write to Consumer Information Center, Dept. 78, Pueblo, Colo. 81009.

Here's how you can use this service: The Centers are close at hand in key cities across the country. Additional metropolitan areas have telephone tielines to the nearest Center.

No matter how small the question you can find help. Get in touch with your local Federal Information Center by telephone, a visit, or a letter. The folks there will either get the answer you need, or put you directly in touch with an expert who can give it to you.

The FIC's can help you with a broad range of requests. Everything from helping track down a lost retirement check to answering a question on how you can buy surplus government property.

*Federal Information Center* (free) is one of over 250 selected Federal consumer publications listed in the *Consumer Information Index*. Published quarterly by the Consumer Information Center of the General Services Administration, the Index is available free from Consumer Information Center, Pueblo, Colo. 81009 or at Federal Information Centers located around the country.

## When You Return To A Storm Damaged Home

Nobody ever thinks they'll have to go through the horror of returning to a storm damaged home. But, if Mother Nature does force you into such a situation, be prepared for a mess, and be careful as it can be extremely dangerous.

Here's some of the safety advice:

- When you first return to the house, *immediately* turn off the gas at the meter or tank. Open doors and windows to remove escaped gas or other bad odors.
- Don't turn on the lights until an electrician has checked the wiring. If the electrical system is damaged, a short circuit could cause a fire.
- Have a competent technician examine pump motors, refrigerators, freezers, ranges, washing machines and other household equipment and appliances. They may be ruined if they are not clean, dry and free-running before they are put into use again.
- Make sure to boil water to disinfect it before you drink it. A 10-minute boil will kill any disease-causing bacteria present.

*When You Return to A Storm Damaged Home* (free) is one of over 250 selected Federal consumer publications listed in the Spring edition of the *Consumer Information Index*. Published quarterly by the Consumer Information Center of the General Services Administration, the Index is available free from Consumer Information Center, Pueblo, Colo. 81009.

## Dwarfs' Organization

In the U.S. today, dwarfs have formed a national organization called The Little People of America, which has its headquarters in Owatonna, Minn. The association was founded in 1957 by a group of 20 dwarfs who convened in Reno, Nev. The idea for the meeting came from Spike Jones, of zany music fame, who urged his friend, dwarf actor Billy Barty, to start an outfit that would speak for the little people. Barty served as the first president and by 1960 the association had 100 members. Now, more than 2,200 little people have joined the association. Anyone four feet ten or smaller (the height arbitrarily fixed by the medical profession as distinguishing dwarfs from normal sized people) can join. The organization's motto is "Think Big," and its basic message is that dwarfs suffer mainly because of society's attitude toward them.

*Atlantic Monthly*

## obituaries

*It is with sincere sorrow that the Association records the death of these members, a significant part of whose lives have been spent in support of our mutual ideals and purposes. We extend our sympathy to the bereaved families.*

**HOWARD W. KRIEGER**, 58, of Valparaiso, Ind., on Jan. 24, 1976. Death was attributed to a heart attack. He held an assignment in the Chicago, Ill., office, PC (PRR) Railroad, with 37 years of railroad service, including 23 years as a train dispatcher.



Bro. Krieger was born on Aug. 28, 1917, at Valparaiso, Ind. He was first employed in railroad service on Sept. 23, 1938, as a track laborer; became a block operator on March 4, 1943, and was promoted to train dispatcher on Feb. 9, 1947. He was further promoted to Rules Examiner in 1966, and subsequently returned at his own request to a train dispatching assignment.

He first joined the A.T.D.A. on Nov. 14, 1952, and was also a member of Masonic Lodge No. 137 F&AM.

Surviving are his widow, Mrs. Ramona Krieger of 1505 Beech St., Valparaiso, Ind. 46383; three sons, Edward, Charles and Howard Krieger; one brother; and five grandchildren.

**PAUL J. BROWN**, 79, of Bradford, Pa., on Feb. 22, 1976. He retired from the Kittanning, Pa., office, Pittsburgh & Shawmut Railroad on March 1, 1968, after a railroad career of 27 years including 23 years as a train dispatcher.

Bro. Brown was born at Mannington, W. Va., on Sept. 23, 1896. His first railroad employment was as a telegrapher on the Erie in October 1914. He subsequently worked for the B&O, Standard Oil Co., Western Union, and hired with the Monongahela in June 1918, where he was promoted to dispatcher in the following September. He left railroading in 1920 to work as a traveling salesman, following that line of work for the next 22 years, until 1942 when he returned to railroading as dispatcher for the Pittsburg Shawmut & Northern at St. Marys, Pa., until he was forced out by force reductions on the PS&N

following World War II. He then returned to his job as traveling man, until the five-day work week was obtained by the A.T.D.A., resulting in need for more train dispatchers. He resumed work as a train dispatcher in December 1950, taking a job with the P&S, and so continued until his retirement.

He first joined the A.T.D.A. in October 1918.

He is survived by his widow, Mrs. Ruth C. Brown of 20 Kane St., Bradford, Pa. 16701; one daughter, Mrs. Lois Siebert; and two grandchildren.

**LELAND CHILSTROM**, 52, of Vancouver, Wash., on Jan. 11, 1976. Death was attributed to myocardial infarction. He held an assignment as Assistant Chief in the Vancouver office, Burlington Northern Railroad, and was a former General Chairman on the SP&S.



Bro. Chilstrom was born in Portland, Ore. on Dec. 4, 1923. His first railroad employment was with the SP&S as a telegrapher on Sept. 17, 1951, and he was promoted to train dispatcher on Aug. 10, 1957, working in that capacity until his death. The SP&S became a part of the BN in 1970.

He joined the A.T.D.A. on Aug. 2, 1960, and remained continuously affiliated thereafter, serving as SP&S General Chairman in 1963-1966.

Bro. Chilstrom was a man of many interests and talents. An Eagle Scout in his teens, he enlisted in the U.S. Navy following the attack on Pearl Harbor, served six years and was a Radioman First Class at the time of his discharge. His Navy service included several tours in the Pacific and Far east theaters of action, and participation in the Bikini Atoll A-Bomb tests after the war. A student with an inquiring mind, it was unusual to find a subject about which he did not have some knowledge. He was a radio amateur, stamp collector, photographer; history, science and mathematics buff, and a general "fixit" man. Considerable attention had been given to his accomplishments in the field of Japanese Bonsai gardening.

Surviving are his widow, Mrs. Betty Chilstrom of 932 S.E. 20th Ave., Portland, Ore. 97214; two daughters, Cecilee and Robyn; two sons, David and William, all at home; his mother, Mrs. Gladys Keenan and one brother, Ray Chilstrom of Simi, Calif.

**RAYMOND L. WORSTER**, 74, of Hannibal, Mo., on Dec. 12, 1975. He retired in October 1968, from the Hannibal office, CB&Q Railroad after a railroad career of 47 years including 31 years as a train dispatcher.



While working at Keokuk, he qualified as a CB&Q dispatcher and was promoted to the Hannibal office in June 1937.

He had been an A.T.D.A. member continuously since July 25, 1938, and was awarded the 25-year membership Honor Emblem in 1963. He was also a member of the First Christian Church of Hannibal, member and past master of Joppa Lodge AF&AM of Montrose, Iowa.

Surviving are his widow, Mrs. Lucile Worster of 2139 Grace St., Hannibal, Mo. 63401; two sons, one daughter, one brother, and three grandchildren.

**EUGENE R. SMITH**, 58, Tampa, Fla., on Feb. 19, 1976. Cause of death was lung cancer. He retired on disability from the Tampa, Fla., office, Seaboard Coast Line Railroad on Oct. 1, 1974.

Bro. Smith was born in Ohio on July 1, 1917. He began his railroad career with the New York Central and was employed on that carrier for about 10 years before moving to Florida, where he hired with the Seaboard Air Line in 1949, as telegraph operator. He was promoted to train dispatcher in 1951 and worked in that capacity in the Tampa office of the SCL (successor to the SAL) until ill health forced his early retirement on disability.

He had been an A.T.D.A. member continuously since July 24, 1951.

We regret that we do not have information regarding his survivors.

**NELSON W. CRAIG**, 69, of Audubon, N.J., on May 9, 1975. He retired in February 1962, on disability from the Camden, N.J., office, PRSSS, after a career of 38 years in railroading, including 18 years as a train dispatcher.

Bro. Craig was born on May 26, 1906. His first railroad employment was as a clerk with the AC Railroad. He joined the PRSSS on Oct. 1, 1934, as a Movement clerk and became Move-

ment Director on Aug. 1, 1942. Furloughed from the PRSSS on Jan. 1, 1943, he worked for the PRR as Movement Director in the office of Chief of Passenger Transportation in Philadelphia until Dec. 27, 1943, when he returned to the PRSSS as Movement Director. He was furloughed several more times for work as Movement Director with the PRR in Philadelphia, finally returning to the PRSSS for good on May 16, 1951. During 1961, he suffered a heart affliction which prevented his working and eventually resulted in his retirement on disability.

He had been an A.T.D.A. member continuously since Sept. 17, 1946, and was awarded the 25 year membership Honor Emblem in 1971.

His widow survives. She lives at 210 Washington Terrace, Audubon, N.J. 08106.

**CHARLES H. WEAKLEY**, 93, of Phoenix, Ariz., on Dec. 28, 1975. He retired from the Peoria, Ill., Peoria & Pekin Union Railroad on July 1, 1955, after a railroad career of 55 years, including 48 years as a train dispatcher.



Bro. Weakley was born in Prentice, Ill., on Sept. 29, 1882. His first railroad employment was as a telegrapher for the P&PU at Bridge Junction, Peoria, Ill., on Sept. 1, 1900. He was promoted to train dispatcher on Jan. 29, 1907, and was appointed Chief Dispatcher on Feb. 25, 1934.

He first joined the A.T.D.A. on Jan. 9, 1919, and maintained continuous membership from 1945, receiving the 25-year membership Honor Emblem in 1970.

He is survived by four children, ten grandchildren, and eight great-grandchildren.

**ALBERT BERNARD BALDESCHWILER**, 53, of Newark, Ohio, on March 2, 1976. He held an assignment in the Newark office, Baltimore & Ohio Railroad; with 27 years railroad service including 18 years as a train dispatcher.

Bro. Baldeschwiler was born in Newark on Jan. 14, 1923. A veteran of the U.S. Army Air Force during World War II, his first railroad employment was as an operator with the Chessie System on July 25, 1949, and was promoted to train dispatcher on Dec. 25, 1957.

He had been an A.T.D.A. member continuously since July 22, 1960.

Surviving are his widow, Mrs. Betty Jane Baldeschwiler of 48 Hancock St., Newark, Ohio 43056; two daughters, Mrs. Stephanie Ann Toothman of Goldsboro, N.C., and Ruth Ann Baldeschwiler of Seattle, Wash.; one son, John Baldeschwiler at home; one sister and two brothers.

**HAROLD R. DEARBORN**, 88, of Sun Valley, Calif., on Feb. 28, 1976. He retired on Sept. 1, 1952, from the Los Angeles, Calif., office, Pacific Electric Railroad, after 42 years of railroading, including 34 years as a train dispatcher.

Bro. Dearborn was born at North Woburn, Mass., on Aug. 16, 1887. His first railroad employment was with the Boston & Northern in 1910. In 1911, he moved to Spokane, Wash., and hired with the Spokane Traction Co., remaining there until August 1916, when he moved to Los Angeles and entered the service of the PE as a motorman. On May 1, 1918, he was promoted to terminal foreman-dispatcher and he continued in that capacity until retirement.

He had been an A.T.D.A. member continuously since Nov. 10, 1936, and was awarded the 25-year membership Honor Emblem in 1961.

Surviving are one son, Harold R. Dearborn Jr. of 7825 Riverton Ave., Sun Valley, Calif. 91352; one sister; one brother; and two grandchildren.

**PAUL E. KRESGE**, 67, of Allentown, Pa., on Dec. 25, 1975. Death was the result of congestive heart failure. He retired in June 1973, from the Bethlehem, Pa., office, Lehigh Valley Railroad, after a railroad career of 50 years, including 33 years as a train dispatcher.

Bro. Kresge was born June 4, 1908, at Bethlehem. His first employment in railroad service was as a messenger in September 1923. He became a telegrapher in May 1925, and was promoted to dispatcher on April 10, 1940.

He first joined the A.T.D.A. on April 12, 1940. He was also a member of St. Peter's United Church of Christ of Allentown, Pa.; Barger Lodge 333 F&AM; Tall Cedars of Lebanon, Forest 41; and Rittersville Fire Company.

He is survived by his widow, Mrs. Margaret Kresge of 837 N. Sherman St., Allentown, Pa. 18103; one son, Raymond P. Kresge Sr.; three grandchildren; and one sister.

**GLENN H. KITTLE**, 74, of Ormond Beach, Fla., in December 1975. He retired on Aug. 17, 1964, from the Rochester, N.Y. office, New York Central Railroad after a rail career of 46 years, of which 17 years were as a dispatcher.

Bro. Kittle was born at Potter Brook, Pa., on Jan. 15, 1901. His first railroad employment was as an operator on the Beech Creek District of the Pennsylvania Division, New York Central Railroad. He worked operator assignments between Jersey Shore and Cherry Tree, Pa., until his promotion to train dispatcher on Dec. 11, 1947, at Jersey Shore. He continued in that office until October 1958, when he transferred to the Rochester office, continuing there until retirement.

He had been an A.T.D.A. member continuously since Jan. 9, 1948, and was awarded the 25-year membership Honor Emblem in 1973.

Among his survivors are his widow, of 310 West Avenue A, Killeen, Tex. 76541.

## If You Live Long, You Must Grow Old — But It Can Be Dignified

Jonathan Swift once observed, "Every man desires to live long, but no man would be old."

That's the plain truth of the matter. And it is another evident truth that man has been getting his wish. With the help of better nutrition, new medicines, immunizations, miracle cures, widely observed sanitation practices and dependable health information, he is living longer — much longer. More and more of his friends and relatives are living longer, too, and, like it or not, they are growing old.

At the turn of the century, one out of 25 Americans was 65 years or older. Today, that proportion is one out of 10 — and in the United States alone that adds up to 22-million citizens.

The rapidly increasing numbers of the elderly pose new questions for society, new problems calling for new kinds of solutions not readily apparent in our national past. They may point to new opportunities, as well.

The context of the situation regarding the elderly is closely framed within certain clearly outlined facts of life:

A disproportionate number are female, 143 elderly women for every 100 men; more than 77 per cent are concentrated in rural areas; a substantial portion do not receive sufficient income to support themselves, and about 60 per cent receive \$3,000 or less each year from all sources; they have special health needs, seeing doctors about 50 per cent more often than young people and having hospital stays twice as frequently; credit sources frequently shut down when regular income stops; housing often is shoddy, badly located and poorly furnished; regular, healthful meals often disappear from the daily routine.

The lives of many of the elderly are a depressing collection of one important, unmet need piled on top of another.

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### Dog Food

Dog owners may be interested to know that dog food is colored with dye, even though dogs are color-blind, and couldn't care less whether their food is green, black, purple or colorless. A dog does not know that hamburger is red when you give him the real thing. Nevertheless, dog food is tinted by a red meat color to please the human buyer, just as baby food is concocted with salt and additives, not because they add nutritional value but to please the taste of the mothers. It is clear that certain additives — surely colors — are often used deceptively to convey that a product is of higher quality than it is, even nutritionally, as with "egg bread." You believe you are somehow getting more nourishment when in fact you are only getting more coal-tar yellow dye.

*Prevention*

## the doctors say

By Lawrence E. Lamb, M.D.

### Hypoglycemia Is Controversial

A reader writes, "I have low blood sugar (hypoglycemia). The first doctor I went to says I'll never be completely cured, but my symptoms would become less severe. I've just gone to another doctor who says it can be cured. Who am I to believe?"

"The first 5-hour test showed blood sugar levels at 60 and the second test at 75 which I was told was in the normal range.

"Am I cured or just under control? I also suffered from numbness first starting in my upper lip and spreading to my hands and feet until my whole body was numb, but I never fainted. Was this hyperventilation or was it caused by the insulin level being too high at that time? My big attacks only happen when I am driving. The first doctor said I should see a psychiatrist. Will this help?"

"Also, I have heard that hypoglycemia is not a diagnosis, but a condition. There are three different types of low bloodsugar and I have the functional type. Why didn't my doctors find the cause? I would appreciate any literature on the subject you might advise me to read."

\* \* \*

First things first. I'm not at all sure you ever had hypoglycemia. A report in the New England Journal of Medicine in 1974, pointed out that 23 per cent of a normal population had blood glucose levels below 50 and had no symptoms at all. Other studies note that 42 per cent of normal people have such levels and values as low as 34 and 37 have been noted by several different investigators in perfectly normal people with no symptoms whatsoever of low blood sugar.

Your value of 60 doesn't impress me. No diagnosis of low blood sugar or hypoglycemia should be made unless the low blood sugar can be demonstrated at the time symptoms are observed and the symptoms can be corrected by raising the blood sugar. Anxiety and hyperventilation (which may be caused by anxiety) cause symptoms similar to those noted in hypoglycemia. That is probably why the first doctor suggested that you see a psychiatrist. If you have anxiety that would not be a bad idea, not to cure low blood sugar problems but for the proper treatment of anxiety.

Whether or not you cure low blood sugar depends on if you have it in the first place and what causes it. If it is caused by a tumor of the pancreas producing too much insulin, removal of the tumor cures it. If low blood sugar is a response to diet and rapid emptying of the stomach a proper diet may control it.

The problem with blood glucose values is that they do not give information on the levels of

glucose inside the body cells, particularly the vital brain cells. The blood sugar may be high and the level inside the cells low, causing symptoms. This can happen to a diabetic. Insulin helps transport glucose into the cells. Without enough insulin the blood sugar may go up and the amount inside the cells go down. On the other hand if the sugar is so low that not much is getting into the cells you will have the same problem. This is why diabetics and people with significant low blood glucose often have the same symptoms, such as fatigue. Energy comes from the breakdown of glucose inside the cells not in the blood stream. If the cell level is low from any cause the person will be tired.

### Railroad Unemployment Insurance Benefits

From Railroad Retirement Board

Railroad workers who are unemployed and who are ready, willing and able to work may be eligible to receive cash benefits under the Railroad Unemployment Insurance Act. The following questions and answers illustrate the eligibility requirements and describe the steps employees should take when they become unemployed to assure prompt payment of benefits.

#### 1. How do I go about applying for unemployment benefits?

During the first week you are unemployed, call in person at a railroad unemployment claims agent's office; otherwise, you may lose some benefits. Your supervisor can direct you to the claims agent's office where you can register. Ordinarily, you register once each week, as instructed by the claims agent. If your normal registration day falls on a day when the claims agent's office is closed, you must register on the next business day. A delay in registration could result in a loss of some benefits. If possible, bring your most recent Certificate of Service Months and Compensation (Form BA-6) with you when you first register with an unemployment claims agent.

#### 2. What are the service and earnings qualifications?

To qualify for normal benefits in the benefit year which began July 1, 1975, an employee must have had railroad earnings of at least \$1,000 in calendar year 1974, not counting more than \$400 for any one month. If he was a new employee in 1974, he must also have worked for a railroad in at least five months of that year (not necessarily full-time in each month).

#### 3. What is an employee's daily benefit rate for unemployment?

An employee's daily benefit rate is 60 per cent of his last daily rate of pay in the qualifying base year, but the maximum benefit rate is set at \$24 (\$25 effective July 1976) and the minimum is \$12.70. Benefits can be paid for no more than 10 days in a two-week registration period, so the maximum amount of benefits is \$240 for

a two-week period. This will increase to \$250 effective July 1976.

**4. How long are normal unemployment benefits payable?**

Normal unemployment benefits are payable for up to 26 weeks, but normal unemployment benefit payments cannot exceed creditable earnings in the qualifying base year (counting earnings of up to \$775 per month).

**5. What happens if I exhaust normal benefits and am still unemployed?**

Extended unemployment benefits are payable in such situations if the employee did not retire or leave service voluntarily without good cause and he has 10 or more years of service. Special rules apply to employees with less than 10 years as explained below.

If an employee with 15 or more years of service exhausts his normal benefits, he may be paid additional unemployment benefits for as many as 130 days (26 weeks) in an extended benefit period which lasts for 13 consecutive registration periods of 14 days each. With 10 to 14 years of service the extended benefit period would last for seven consecutive registration periods in which benefits could be paid for a maximum of 65 days (13 weeks).

An extended unemployment benefit period of seven consecutive registration periods may be set up for employees with less than 10 years of service. Benefits may be paid for up to 65 days but with the following two limitations that do not apply to employees with 10 or more years of service:

(a) There has to be a "high" rate of unemployment in either the national economy or the railroad industry to trigger the payment of such extended benefits. Currently, a high rate of unemployment is defined to be 4 per cent or higher. Since the national level of unemployment is in excess of that rate, extended benefits to employees with less than 10 years of service are immediately payable.

(b) The total amount of unemployment benefits payable to an employee with less than 10 years of service in an extended benefit period cannot exceed half of his base year earnings under a \$775 monthly limit.

**6. I am a long-time railroad employee and earned less than \$1,000 in 1974. Under what conditions would I still be qualified for benefits if I became unemployed during the 1975-76 benefit year?**

If you have 10 or more years of service but are not qualified because of insufficient 1974 earnings, but would be qualified based on your 1975 earnings, you may start your next benefit year early—at the beginning of any month in which you begin a period of unemployment which continues for at least 14 consecutive days. In other words, if you earned less than \$1,000 in 1974, for whatever reasons, but you did earn \$1,000 or more in 1975 (counting no more than \$400 in any month), you could begin to receive benefits as early as July 1975. These benefits are

referred to as early or accelerated.

**7. I just lost my railroad job. Can the U.S. Railroad Retirement Board assist me in finding another job?**

The Board operates a free placement service directed primarily toward securing jobs for railroad workers who are unemployed. When you apply for unemployment benefits you also apply for employment service. You will be interviewed by a Board representative at that time to determine your qualifications. Every attempt will be made to assist you in finding a suitable railroad job or, alternatively, a nonrailroad job for which you are qualified.

**8. Does claiming these unemployment benefits obligate me to accept any job that is offered?**

Yes, you are expected to accept a suitable job. You may refuse work for which you are not qualified by training, education or experience; or if the working conditions are unsafe; or if the pay is substantially lower than the pay you have received; or the location of the work is too distant. However, if you refuse suitable work without good cause, you can be disqualified from receiving unemployment benefits for 30 days.

**9. Are unemployment benefits payable to an employee not working because of a strike?**

No benefits can be paid until after the seventh day of a legal strike. Benefits can then be paid to those taking part in the strike and to employees who do not work because they refuse to cross picket lines as well as to those who are laid off by the employer on account of the strike. If the strike were begun in violation of the Railway Labor Act or the established rules and practices of a bona fide labor organization, the strikers would not be eligible for benefits, but other employees not involved in the strike including those who refuse to cross picket lines could draw unemployment benefits the same as if they were unemployed because of a layoff.

**10. I am in train-and-engine service. Can I receive unemployment benefits for days when I am standing by for or laying over between scheduled runs?**

No, not if you are standing by for or laying over between regular assignments. For example, if an engineer has a regular assignment which runs every third day, the days between his regular runs would not count as days of unemployment for him.

**11. I am an extra-board employee. Can I receive unemployment benefits between jobs?**

Yes, but only if the miles and/or hours you actually worked were less than normal full-time work in your class of service.

**12. I voluntarily quit my last job. Can I still get unemployment benefits?**

If you quit your job with good cause, you can be paid unemployment benefits unless you could receive benefits under a State unemployment compensation law. In that event, you would normally have to exhaust your rights to benefits under that law before you could be paid railroad

unemployment insurance benefits.

However, if you voluntarily left work without good cause, you are disqualified from receiving benefits until you have returned to railroad employment and have earned at least \$1,000 in creditable compensation under the Railroad Unemployment Insurance Act.

13. *What is considered good cause for voluntarily quit?*

Work conditions, health reasons, family circumstances, and change of job location may be considered "good cause." However, the Board's determination on whether benefits are payable depends on the individual circumstances in each case.

14. *I just lost my job. I think I'm eligible for railroad unemployment insurance benefits, but I'm not sure.*

If you think you may be eligible, you should register for unemployment benefits (see question "1"). The Board will notify you by letter if you are not eligible.

## outdoor sportsman

By H. Williams

### Predator Calling? It's Fun, Instructive

When I mentioned to one outdoorsman that a great sport for winter was predator calling, he thought I was talking about calling predatory females. I corrected him, pointing out that I was talking about wildlife, although some of his special kind of predators are wild in their own way.

But as for the animal-type wildlife, if there are too many coyotes in an area, farmers or ranchers will welcome your ability to thin out the population a little. One thing is for sure, it's not possible to hurt a coyote population by hunting. These canines are just too crafty and adaptable. They have even taken up residence in such cities as Los Angeles, where they feed in part on local dogs, which have had caution and guile bred out of them.

You don't need to shoot with a gun, but can use a camera, which is a tremendous challenge in itself. One of the main things is to camouflage yourself well and then sit completely quiet.

A wounded rabbit call will bring in coyotes, foxes, bobcats and once in a while, a cougar. You'll also have inquisitive crows, jays as well as hawks and falcons come soaring over to check out what sounds like a free meal.

Predator calling is great training for game hunting. You come to realize how well animals can keep out of sight. A coyote can come sneaking across what looks like an open field and you won't see it until it is almost close enough to touch. At other times, one will come loping in, head high, as if it owned the universe.

• • •

The steady bouncing and jarring of a trailer,

camper or motorhome can be hard on the joints in a propane gas system and cause small leaks to develop.

If the gas smell is stronger in a specific part of your rig, you can often pinpoint it by turning on the valve of the tank and then going over the joints with a solution of water and liquid dishwashing detergent. Put it in a small squeeze bottle.

Use about one part detergent to five parts of water. Simply squirt it on each joint. Small bubbles will appear at the leak. Just be sure the tank valve is on, giving you pressure.

### The Miracle In the Washing Machine

One of the most fascinating man-made miracles goes on in your washing machine every week. It's the way detergents work. Everybody knows that detergents are the most effective cleaner for getting the family wash done—but how do they achieve such high performance.



Through two principal ingredients: surfactants and phosphates. The surfactant actually makes the water "wetter" so that soil can be loosened from fabrics and other surfaces. Phosphate increases the efficiency of the surfactant, keeps dirt particles in suspension away from the laundry surface, softens the water, contributes materially to the reduction of germ levels on clothes, reducing the possibility of cross-infection, emulsifies oily and greasy soils, and maintains the alkalinity level of the water for efficient cleaning. Other detergent ingredients may include: suds control agents, silicates, brighteners, perfumes, bleaches, bacteriostats, borax, and enzymes.

The result of all these detergent ingredients is

that we have one of the highest cleaning and sanitation levels in the world—not only in personal cleanliness, but also in hospitals, food processing plants and restaurants.

### All Detergents Are Biodegradable

Best of all, since mid-1965 all detergents have been biodegradable so they can be easily absorbed into our environment. This means that useful bacteria, commonly found in our sewage, surface waters and soils, can attack the surfactant portion of the detergent, break it down and utilize it as food. Ultimately, the surfactant reverts to carbon dioxide and water.

A limited problem for a small fraction of our nation's waters is cultural eutrophication. Eutrophication is a complex biological process which occurs in all lakes over thousands of years of their normal life. What happens is that an overabundance of nutrients cause changes like the development of objectionable plants, changes in fish life, and large-scale algae growths. These nutrients are some 15-20 in number including carbon, nitrogen, phosphorus, potassium, and silica. Eventually, an overabundance of nutrients causes the lake to fill up with decaying matter and weeds — and the lake becomes a marsh and then a meadow. Actually, however, only about 15 per cent of the nation's population discharges its waste-water, including nutrients, into waters where there is a danger of eutrophication.

Man-caused or "cultural" eutrophication is a result of "people activity." Municipal sewage containing human wastes, food residues, and detergents, industrial wastes, and agricultural runoff have stepped up this natural process and interfered with esthetic and recreational uses of lakes.

Because phosphorus is one of the nutrients that contribute to eutrophication it has been suggested that phosphorus be removed from detergents. Actually, however, recent scientific research has shown that phosphorus is not the critical limiting factor to algae growth and eutrophication in coastal waters which receive the sewage of approximately half the nation's population.

The detergent industry is deeply concerned about even the possibility that its products could be adding to an environmental problem. Despite the lack of evidence that phosphates cause eutrophication—or that their removal would diminish it—the industry is firmly committed to seek phosphate replacements. Large-scale expenditures of funds and thousands of scientist man-years have been devoted to this continuing research. Yet, no satisfactory replacement has been found that meets these vital requirements: 1. demonstrated safety for humans, 2. environmental compatibility at the very high levels which would be required, and 3. effective cleaning performance. If phosphate levels were to be reduced now, it could result in significantly poorer cleaning levels and a cutback in the nation's health, sanitation, and cleanliness standards, not only in

homes, but in hospitals, food processing plants, restaurants, and institutions.

### Product Safety Is Important

Although some products have been introduced using materials other than phosphate, not one of these replacements has been proven safer than the time-proven phosphate used in detergents. Representative John A. Blatnik (Minn.), Chairman of the House Rivers and Harbors Subcommittee, said in an "Industrial Ecology" article: "...a wide array of low quality but higher price hoaxes, some of them dangerously caustic, is being fobbed off on American housewives under the banner—"Look—no nasty phosphates!" "

Dr. Jesse L. Steinfeld, Surgeon General of the U.S., and Russell E. Train, former Chairman of the Council on Environmental Quality, both have urged caution in the effort to replace phosphates in detergents. Dr. Steinfeld said, "It should be realized that tests conducted thus far indicate that some of the currently used substitutes for phosphates are clearly toxic or caustic and pose serious accident hazards, especially to children."

Another suggestion has been that Americans return to using soap instead of detergents. Yet this, too, could precipitate a crisis. The country's supplies of fats and oils are inadequate to furnish needed raw materials for the large quantities involved. This new demand would also have an impact on world food supplies, particularly in underdeveloped countries. Finally, our washing machines and automatic dishwashers have been designed for use with detergents. The performance of soap in washing machines is markedly poor and it is unusable in dishwashers.

The availability of soft water does not eliminate the need for phosphates. Even in soft water areas, there are wide variations in water hardness. Hardness minerals are brought into the washing machine as a part of the soil on clothing as well as in the water. There are sufficient minerals (as much as 3-7 grains) in an average bundle of soiled laundry to create a medium hardness solution. Also, phosphate-detergents help to reduce bacteria during laundering, removing and destroying disease-causing germs such as salmonella. This critical function is important regardless of whether the water is "hard" or "soft."

What the detergent industry is doing is to assist in support of the development and installation of adequate sewage treatment facilities which will effectively remove all nutrients from waste before they enter our waters. Sewage treatment can remove phosphates, for example, effectively and inexpensively in communities which have only primary treatment for about \$2.00 per person per year.

Thus, the miracle of cleaning in the United States as well as our environment can be preserved.

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A mother we know says both her daughters are mad at her — one because mother won't let her wear a bra yet, and the other because mother won't let her throw hers away.

\* \* \*

The trouble with opportunity is that it usually knocks when you're too busy to open the door.

\* \* \*

According to a teenager, you have to get it all together before you can let it all hang out.

\* \* \*

Patience is the ability to count down before blasting off.

\* \* \*

If your family budget balances, you can be sure of one thing. You have made a mistake.

\* \* \*

When you're sure of getting what the doctor ordered, he probably didn't put it in writing.

\* \* \*

Habit is the easiest way of making the same mistake again.

\* \* \*

Repartee is usually the clever rejoinder you couldn't think of at the time.

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## sandhouse snickers

The life raft had been adrift for several days when, in desperation, one of the usually blasphemous seamen got down on his knees. "Oh, Lord," he began, "have pity on us. Just save us, and for the rest of our lives we promise..."

"Hold everything!" interrupted his equally impious shipmate. "Don't commit yourself! I think I just sighted land!"

The small but precocious relative of a Nobel Prize-winning chemist answered the phone while visiting her distinguished relative.

"Yes, this is Dr. Flory's house," she said brightly—then added, quite confidentially, "but he's not the kind of doctor that does people any good."

Bishop Fulton Sheen, starting out on a speaking tour, delivered his initial address to the men's club of a large church. He told several new and witty anecdotes but asked the reporters present not to include them in their stories because he wanted to use them again at future meetings.

A local newspaperman gave a good concise summary of the meeting and concluded with, "The Bishop told several good stories, none of which, unfortunately, can be repeated."

Second grader: "My teacher asked me if I had any brothers or sisters."

Mother: "How nice of her to take an interest in you."

"Yes, and when I told her I was an only child, she said, 'Thank goodness!'"

Another second grader came home from school and asked for a dime. His explanation: "Our Principal's leaving, so we're all chipping in to give her a little momentum."

We were watching a James Bond film on TV. He was being whisked at the end of a rope from a speeding car into a hovering helicopter.

The gorgeous girl passenger in the car in the desert was begging Bond not to leave her to her fate.

Some time later my small son suddenly remarked: "You're like that lady in the desert, Mom."

Thrilled—because she was a lovely girl—I answered modestly: "Do you really think so, Bobby?"

"Yes," he said earnestly, "You can't drive either."



"No, he doesn't have a preference. He hates everybody."

What this country needs is a small car that can run on the fumes of the big cars—thus creating only a little smell from a big stink.

The student enrolled for one summer school class, spent the entire six weeks goofing off, then complained when he didn't pass.

"I really don't think I deserve an F," he whined to the instructor.

"Neither do I," came the acid reply. "Unfortunately, it's the lowest grade I'm authorized to give."

"Well," the budding writer sighed, "I've finally written something I *know* will be accepted by the first magazine I send it to."

"Great!" said his friend. "What is it?"

"A check for a year's subscription."

A recent bride was showing a friend her garden, the first she had ever planted.

The friend noticed several small green clusters at one end of the plot, and asked, curiously, what they were.

"Radishes," said the bride.

"How interesting," commented the friend. "Most gardeners plant them in rows."

"They do?" puzzled the bride. "That seems strange, they always come in bunches at the store."

A young grandson was helping his grandfather dig potatoes.

After a while the kid began to tire. "Grandpa," he asked wearily, "Why did you bury these things anyway?"

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